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## DERBY LURE.

THE SWEEP STAKE WINNERS.

### A LUCKY LADY.

Receives Winning Ticket As Gift From Employer.

#### DETAILS OF CALCUTTA & STOCK EXCHANGE DRAWS.

To-day we have to record items of news in connection with the Derby which are awaited with as much interest as the actual result of the race. These items have to do with the lucky people who possess winning sweepstake tickets.

Up to the time of going to press the holder of the Felstead ticket in the Calcutta Sweep, worth more than a quarter million sterling, has not been revealed. First prize in the Stock Exchange Sweep, however, went to a lady clerk in Barrow-in-Furness, to whom it was presented by her employer.

Fairway, the unplaced favourite, was drawn in the Calcutta Sweep by a Police Commissioner in West Africa. Luckily he sold half of his interest for £27,000.

Black Watch, by coming home third, brought about £50,000 to a Glasgow widow and £20,000 to a Leicester cobbler.

Further new details regarding the race are published below.

### A GLASGOW WIDOW.

Sir H. Cunliffe Owen's Felstead (H. Wray) 1  
Sir Lawrence Phillip's Flamingo (Elliot) 2  
Mr. L. Neumann's Black Watch (Smerk) 3  
Lady Richardson's Fernkloof (Perryman) 4  
Mrs. G. Drummond's Gang Warily (S. Donoghue) 5  
Lord Rosebery's Camelford (J. Leach) 6

19 ran.  
Won by one and a half lengths;  
six lengths between 2nd and 3rd.  
Time: 2 mins. 34.2.5 secs.  
S.P.: Felstead 33/1, Flamingo 9/2, Black Watch 33/1.

#### "Sunshine Derby."

London, Yesterday.  
There was bright sunshine at Epsom and a very large crowd, including the King and Queen and the Duke and Duchess of York. Nineteen horses went to the start.

#### E.A.S.M.A. SWEEP.

Following are the Results of the Draw of the Epsom Derby 1928 Cash Sweep held at the Club Rooms on Tuesday:

Names of Horses.	Ticket No.
Advocate .....	3181
Black Watch (3rd) .....	6014
Bubbles II .....	9099
Camelford .....	2160
Constant Son .....	7319
Cyclone .....	164
Fairway .....	1123
Felstead (1st) .....	6028
Fernkloof .....	6235
Flamingo (2nd) .....	4348
Gang Warily .....	9202
Grange View .....	4449
Luvancran .....	2308
O'Curry .....	9081
Palais Royal II .....	1071
Porthole .....	4575
Ranjit Singh .....	3176
Royal Crusader .....	1038
Royal Minstrel .....	3407
Scintillation .....	7770
Sunny Trace .....	165
The Wheeler .....	1285
Yeomanstown .....	2999
The Field .....	2695

ing post. The tapes were broken three times, but the actual start was fairly good, except that Crusader was left. Flamingo settled down in the lead, followed by Ranjit Singh, Porthole, Royal Minstrel, Felstead and Sunny Trace.

After going half a mile Flamingo still led with Sunny Trace second in front of Ranjit Singh and Felstead. Rounding Tattenham Corner the order was Flamingo, Sunny Trace, Felstead, Fernkloof, Black Watch, Gang Warily, Royal Minstrel.

About a quarter of a mile from home Felstead drew in front of Flamingo and, making the remainder of the running, won fairly easily by one and a half lengths.

Record Crowd.  
The "sunshine" Derby attracted easily a record crowd, estimated at 60,000. For the motor-cars parked on the Downs as much as £10 was asked for parking space.

The Prince of Wales was tumultuously greeted and had to fight his way through the crowd with the help of two policemen. Lord Lascelles and Princess Mary were also present. Felstead was more heavily backed than was anticipated. He is a son of Spion Kop. Sir H. Cunliffe Owen had a bet of 100/1 with the bookmakers but it is not clear how much Flamingo was also heavily supported although not so much as Gang Warily, "Stevens" mount. Wray, the winning jockey, is a Sheffield man.

This is his first classic success. Sir H. Cunliffe Owen is chairman of the Imperial Tobacco Company and has spent large sums in breeding bloodstock. He gave his trainer a free hand.

A Lady Clerk.  
Miss Helma, who is a clerk at Barrow-in-Furness, drew Felstead in the Stock Exchange Derby sweep in which the first prize was £125,000.

The Flamingo ticket in the same sweep is owned by a client of a member of the Johannesburg Stock Exchange.

The winner of the Stock Exchange sweep, Miss Nita Helm, is aged 95. She received the Felstead ticket as a gift from Colonel Thompson for whom she acts as confidential secretary in a wine and spirits firm in Barrow.

"I have no idea what to do with all that money," said Nita when she learnt of her fortune. She declared she intended to carry on with her present job. She had sold a quarter of the ticket.

The holder of the Felstead ticket in the Calcutta Sweep has not yet been traced. Police Commissioner Griffith, of a remote district in West Africa, drew Fairway in the Calcutta Sweep and sold half the ticket for £27,000.

£50,000 For Scotland.  
The Black Watch ticket in the Calcutta Sweep will bring at least £50,000 to Scotland. Thomas McEwan, of the Union Bank, Millport, Isle of Cumbrae, obtained the lucky number for his mother, a banker's widow living at Glasgow.

A quarter of the ticket was sold for £600. A Leicestershire boot repairer, Mr. L. S. Sreaton, who has been cobbling all his working life, won about £20,000. He drew Black Watch in the Stock Exchange Sweep and sold half.

A foreman printer and a tobacconist's wife in Rhondda Valley jointly drew Bubbles in the Calcutta Sweep and sold half for £3,000.—Reuter.

Quick Work.  
The Superintendent of the E.E.A. and China Telegraph Co., Ltd., writes:—

"I have been authorised by my London Head Office to inform you that the result of the Derby was signalled over the Companies' systems in the following times:—

Seconds.

Egypt & S. Africa ..... 5

India & S. America ..... 8

Australia ..... 30

Straits ..... 20

China ..... 60

(Continued on Page 14.)

## LOCAL TOMMIES.

Gen. Luard's Report to Whitehall.

"NO DISCONTENT" HERE.

Spirit of Men in the Garrison Excellent.

London, Yesterday.  
In the House of Commons, replying to Mr. E. Thurtle (Labour), Sir Laming Worthington-Evans (Secretary of State for War) said that he had received from Major-General C. C. Luard, C.B., C.M.G., the General Officer Commanding at Hong Kong, a report stating that there was no discontent among the troops in his command and that the spirit of the troops is excellent.—Reuter.

[Note: Questions were asked in the House shortly after the outbreak of the window-smashing epidemic here a month or so ago.]

## RATES EXEMPTION.

NEW BILL INTRODUCED INTO COMMONS.

### LABOUR OPPOSITION.

London, Yesterday.  
In the House of Commons Mr. Neville Chamberlain (Minister of Health) moved the second reading of the Rating Valuation Appropriation Bill, outlined by Mr. Churchill in his budget speech on April 24.

It provides for the entire exemption of agriculture from the rates and industrial premises, primarily used for productive purposes, from three-quarters thereof. Railways and docks are also relieved of rates conditionally, the railways to pass on relief to the coal, iron, steel trades and agriculture, the Government thereby hoping to diminish the margin between prices and costs.

Mr. P. Snowden moved a Labour amendment on the ground that the proposals were bound to create unfair discrimination in enterprises and localities and increase the burden upon householders and shopkeepers.

It is contended that the rates constituted no burden. The burden was the unfair incidence of rating and the increased burden due to increased rates since 1913 on output under the point of five per cent.

The House adjourned.—Reuter.

## HARRY THAW.

Receives a Surprise at Southampton.

DEBARRED FROM ENGLAND.

Action Brought Under "Alien's Restriction Order."

London, Yesterday.  
Harry Thaw, the central figure in the Stanford White shooting drama of New York in 1906 was dumbfounded when the Home Office, in an intimation, conveyed to him as he was descending the gangway of the s.s. "Aquitania" from the United States at Southampton, that he would not be permitted to land in England.

The decision is based on the provision of the Aliens' Restriction Order, under which a person is only allowed to land if he has not been sentenced in a foreign country for an extraditable crime.—Reuter.

## STILL FINE.

N.E. winds, moderate, fine, is the official weather forecast until noon to-morrow.  
The anticyclone remains over Japan. Depression is still shown to the S.E. of Pratas.

## FIRE ON THE ROOF.

ALARM RAISED AT FRENCH HOSPITAL.

BRIGADE NOT NEEDED.

Inmates, the French Sisters and other members of the staff of St. Paul's Hospital, (better known as the French Convent Hospital) were alarmed last night when a fire broke out on the roof of the building.

A quantity of tar became ignited, but the blaze was extinguished by those on the spot before the arrival of the Fire Brigade.  
Central fire station received the call at 10.40 p.m.

## JAPAN'S STRIKE.

Shipowners and Seamen Meet.

MEDIATORS APPOINTED.

Strike Unlikely To Last Long Though Spreading Somewhat.

Kobe, June 6.  
Representatives of the ship-owners and seamen met this morning and nominated five mediators, representing the owners and men. Public officials generally believe that it is unlikely the strike will continue much longer.

According to reports reaching the Union headquarters there are altogether about 160 ships held up. Osaka, June 6.  
The seamen's strike is spreading to a few small coastwise vessels, owned by the Osaka Shosen Kaisha. It is understood that the wages paid to the crew of these vessels are below the minimum demanded by the Union.

Moji, June 6.  
The "Seizan Maru" with munitions aboard is being held up here but Union Headquarters at Kobe announce that the crews have been requisitioned and the ships prohibited from joining the strike.—Reuter.

## VILNA DISPUTE.

LEAGUE COUNCIL'S INTERMINABLE TASK.

MORE RESOLUTIONS.

Geneva, Yesterday.  
The League Council has been occupied in the interminable Polish-Lithuanian dispute. A feature of the discussion was Sir A. Chamberlain's serious warning on the lines of the statement he made to Pressmen yesterday. He concluded by urging M. Valdemaras not to throw away the Council's sympathy and by moving a resolution practically ordering that negotiations should be terminated in September.

M. Valdemaras objected and the resolution failed to secure unanimity.

The same fate befel the amended resolution submitted by M. Valdemaras whereupon Sir A. Chamberlain proposed and the Council (Valdemaras dissenting) adopted a resolution that the question be placed on the agenda of the September meeting.—Reuter.

## A NEW FIGHT?

The Nationalist Allies Quarrel.

PRIZE OF TIENTSIN.

Coveted by "Christian General" for Himself.

Peking, To-day.  
Official foreign reports state that friction is developing between the Nationalist allies, General Yen Shi-shan of Shansi, and General Feng Yu-shiang (the "Christian General") of Honan. It appears it was agreed that in case of a Nationalist triumph, the "Christian General" was to have Shantung province in addition to Honan, Shensi and Kansu which he already holds; while General Yen Hsi-shan was to control the metropolitan province of Chihli as well as his own Shansi.

Owing to the Japanese embargo, Shantung has ceased to be a desirable prize. Hence, the "Christian General" is wanting the Treaty port of Tientsin (in Chihli) in order to have a good port for the import of ammunition.

Northerners to Fight?  
General Yen Hsi-shan's agents have cabled to Nanking, the Nationalist capital, protesting against the Kuominchun (the "Christian General's" army) breaking faith and pushing on to Tientsin, hoping to occupy it before the Shansi troops arrive.

Meanwhile, the Tientsin situation is further involved owing to the problem of the Northern troops of Chihli and shantung.

According to latest reports, three Northern leaders, Generals Chu Yu-pu, Sun Chuan-fang and Chang Tsung-chang, at a conference at Tientsin, decided to hold it under the five coloured flag (of the old Peking Government) against the Nationalists. These Northern troops are taking up positions in the vicinity of Peit-sang and Yangtsun.

Nationalist Flag Up.  
Most of the Peking universities hoisted the Nationalist flag to-day, and a number of other buildings have done likewise.

The Committee of Public Safety in Peking has appointed General Wu Ping-hsiang as Superintendent of Police. He held this post under the late President Yuan Shih-kai and has been out of office for many years.

Prisoners in military prisons, most of whom are imprisoned for crimes in the army, attempted to break out this morning, but General Pao Yu-lin (who is in charge until the Nationalists take over) suppressed the attempt and several prisoners were shot summarily.—Reuter.

A Significant Move.  
There is considerable significance in the following report:—

Shanghai, To-day.  
General Yen Hsi-shan has decided to return to Shansi, in a day or two and, in the interval, not to enter Peking in person. He has instructed his subordinates to assume charge of the Nationalist administration in Peking.

General Yen also gave instructions that the Nationalist Government of Nanking's orders must be obeyed; and that no body be allowed to act against such orders. — "Wah Keung Po."

[The inference is that Yen Hsi-shan is confident that Nanking will forbid the "Christian General" taking Tientsin from him—hence the "must obey, and nobody be allowed to act against," etc.]

(Continued on page 6.)

## SINGAPORE CASE.

THE SENTENCE ON WANG TECK-CHAI.

COMMONS' QUESTION.

London, Yesterday.  
In the House of Commons, replying to Col. Josiah Wedgwood (Labour) with regard to the recent sentence on Wang Teck-chai of Singapore to penal servitude for life, etc., for possessing materials for the manufacture of bombs, and seditious literature, Mr. L. S. Amery (Dominions' Secretary) said that he saw no reason to ask the local Government to abolish such punishments for offences of this nature.—Reuter.

## PEAK TRAMWAYS.

Dividend Increase by 3 Per Cent.

TRAFFIC RECEIPTS UP.

Chairman's Review at the Annual Meeting.

An increase of three per cent. dividend and of about \$25,000 in traffic receipts as compared with the year before were emphasised to-day at the annual meeting of the Peak Tramways Co., Ltd., held in the Hong Kong Hotel.

Mr. Henry Humphreys (chairman) presided. He was supported by Sir Robert Ho Tung, Mr. A. B. Stewart and Mr. M. H. Turner (directors) and Mr. G. Rapp (secretary). Shareholders present were Messrs. C. Bulmer Johnson, S. F. Chubb, F. W. Stapleton, Dr. E. Clark, J. A. Tarrant and J. M. Wong.

The secretary read the notice convening. The directors' report, statement of accounts and the auditors' report for the year ended April 30, 1928, were taken as read. Special Resolutions.

The chairman then presented his review as follows:—

On comparing the accounts this year with last you will notice that traffic receipts are up \$25,107.60 partly due to increased traffic, but mostly to increased prices of monthly tickets. The item special repairs \$5,111.93 is for special work such as relaying new rails, shifting the points and flattening the curve at the points. The work is not yet completed, but will be in about two months time and the charge upon our next account in this connection will be between \$2,000 and \$3,000. This work may be regarded as non-recurrent, since nothing further will have to be done of a similar nature for many years to come, special repairs account should automatically cease after the year ending April 30, 1929.

General Reserve.  
The credit to rents is less by \$1,261.75 as the lower flat at the Peak terminus formerly let is now occupied by our assistant superintendent. In future years we propose to charge the rents of both flats to wages and credit rents with

## SHANGHAI STRIKE.

9,000 Silk Filature Workers Affected.

Shanghai, To-day.  
Nine thousand silk filature workers in the International Settlement struck this morning owing to dissatisfaction over the sentence of eight years' imprisonment inflicted on a policeman of Chapei (Chinese territory) who was responsible for the death of a filature worker last March.

Silk filature workers of Chapei are expected to join the strike.—Reuter.

the same amount, it will make no difference to the net profits, but it will give a clearer exposition of the state of affairs.

The increase of 3 per cent. in the dividend will doubtless be appreciated and I trust you approve of the transfer to general reserve of \$10,000. This reserve will stand at \$150,000.

I have no further remarks to make, gentlemen, but after the accounts have been duly seconded I shall be pleased to answer any questions shareholders may like to ask to the best of my ability.

The chairman then formally proposed the adoption of the report and accounts. Mr. F. W. Stapleton seconded. No question asked. The proposal was carried unanimously.

Other Business.

Other business transacted by the meeting comprised:—  
Re-election of the Hon. Mr. C. G. S. Mackie, Sir Robert Ho Tung, Sir Ely Kadoorie, K.B.E., Com. Leg. Hon. Mr. A. B. Stewart and Mr. M. H. Turner as directors—proposed by the chairman, seconded by Mr. S. F. Chubb.  
Re-election of Messrs. Lowe, Bingham & Matthews and Messrs. Linstead & Davis as auditors for the ensuing year at a fee of \$250 for each firm—proposed by Mr. J. A. Tarrant, seconded by Mr. J. M. Wong.  
Dividend warrants can now be applied for.



Sir H. Cunliffe Owen's "Felstead," winner of the Derby. In this picture T. Weston is mounted. Wray rode the horse in the classic event. (See p. 1 and General)



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PRIVATE LESSONS in English and French; violin and piano; stenography and typewriting. Easy conditions. Apply to G. Aimal Villas, Kowloon.

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MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates. Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor. Terms moderate.

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**PUBLIC AUCTION.**



G. R.  
**PUBLIC AUCTION.**

**PARTICULARS & CONDITIONS** of the Sale by Public Auction to be held on MONDAY, the 11th day of June, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chong in the Colony of Hong Kong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

**PARTICULARS OF THE LOT.**

No. of Lots	Locality	Boundary Measurements	Containing in Acres	Containing in Sq. Feet	Annual Rent	Upset Price
1	Wong Nei Chong Road, Hong Kong	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.

As per sale plan, About 4.100, 14,900

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AUCTIONEERS, APPRAISERS AND SURVEYORS.

**Public Auctions—**

THE Undersigned have received Instructions to sell by Public Auction

ON FRIDAY, the 8th June, 1928, commencing at 2.30 p.m., at Nos. 1 and 4, Knutsford Terrace, Kimberley Road, Kowloon.

A Large Quantity of VALUABLE HOUSEHOLD FURNITURE.

Comprising:—

Hatstands, Couches and Armchairs, Carpets, Rugs, Folding Screen, Pictures, Electric Fans, etc., etc., Dining Tables, Dining Chairs, Sideboards, Dinner Waggon, Ice Chests, Cooking Stoves, Crockery, Cutlery, Glass Ware, Kitchen Utensils, etc., etc., Bedsteads with Mattresses, Wardrobes with and without Mirrors, Washstands, Chests of Drawers, Dressing Tables, Chamber Stands, Toilet Crockery, etc., etc.,

Also A Quantity of

BLACKWOOD FURNITURE and HOUSEHOLD LINEN

And A Few Enamel and Shanghai Baths.

Catalogues will be issued. On view from Thursday, the 7th June, 1928.

Terms:—Cash on delivery.

LAMMERT BROS.

Auctioneers

Hong Kong, 2nd June, 1928.

THE Undersigned have received Instructions to sell by Public Auction

ON TUESDAY, the 12th June, 1928, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

A VALUABLE COLLECTION OF CURIOS.

Comprising:—

Vases, Incense Burners, Bowls, Plates, Cups, Table Screens, Lacquer Screens, Old Iron Pictures, Iron Bust, Ivory Vases, Crystal, Jade and Agate Ornaments, Amber Beads, Mandarin Coats, Skirts, Blackwood and Glass Lanterns, Pekin Embroideries, Chinese Hand Paintings, Lacquer Tables and Chairs, etc., etc.,

On View from Monday, the 11th June, 1928.

Catalogues will be issued. Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

Hong Kong, June 7, 1928.

**NOTICES.**

**NOTICE.**

THE PUBLIC ARE HEREBY NOTIFIED that THE SAI CHIU TRADING COMPANY has this day been established at No. 48 Queen's Road Central under the management of Mr. LAM SHU-TONG.

Hong Kong, 7th June, 1928.

**PEAK TRAMWAYS CO., LTD.**

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of Shareholders of the above Company will be held at the Hong Kong Hotel, Hong Kong on THURSDAY, 7th June, 1928, at 12 noon for the purpose of receiving the report of the Directors together with Statement of Accounts for the year ended 30th April, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 2nd June to FRIDAY, 8th June, 1928, both days inclusive. JOHN D. HUMPHREYS & SON, General Managers.

Hong Kong, 28th May, 1928.

**INDO-CHINA STEAM NAVIGATION CO., LTD.**

THE FORTY-SEVENTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hong Kong, on WEDNESDAY, the 20th June, 1928, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th June to 4th July, 1928, both days inclusive.

By Order of the Board, JARDINE, MATHESON & CO., LTD., General Managers.

Hong Kong, 29th May, 1928.

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**RATIONALISATION.**

(Continued from Page 2)

vehicle in different years—all wages rates being adjusted to a common basis—namely that for 1927. A number of such analyses have been made at our three works, and in every case a progressive improvement is shown, though, of course, it often varies in degree. A market improvement is in respect of steel coaches, the direct labour cost having fallen in the case of the second order by 25 per cent. as a result of improved methods and greater efficiency. At the same time the weekly earnings of the workers have improved, so that there has been an all-round gain. Speaking generally, the improvement in efficiency as between one order and the next of the same type measured by the saving in labour varies from 47 per cent. to 10 per cent. and probably a fair average would be 18 per cent. There has also been an economy in overhead charges corresponding very closely to that obtained in the case of direct labour, with the general result that in spite of the lower wages paid on the Continent and the advantage possessed by our foreign rivals of a good home market, we are able to hold our own in the neutral markets of the world. This, I think, is a great testimony to the efficiency both of the management and the workers.

I have referred at some length to the problem of increased efficiency because of its obvious importance in modern industrial life. Much has been done, but much still remains to be done, and I am well aware that travellers along this road never reach the end of their journey.

**Price Too Low.**

The disconcerting fact however remains that, whilst costs drop, prices fall even more rapidly as a result of the fierce competition, both internal and external, to which the basic industries of this country are subjected. Prices to-day are undoubtedly too low. For example, the Board of Trade index for iron and steel in February of this year was 112.9, whilst the price index for all articles was 104.3. And yet out of these attenuated prices we are expected to meet heavily increased charges. Wages, low though they are in the unsheltered industries, show a considerably higher percentage increase. The hourly earnings, for example, of time workers in the engineering trades show increases in 1927 over 1914 varying from 77 per cent. to 109 per cent.

Local rates and social services have expanded even more rapidly, and now constitute a very heavy burden. The cost under these headings has increased by 150 per cent. in respect of our Sheffield and Penistone Works since 1913, and it still continues to rise. The Engineering and Allied Employers' Federation has recently published an interesting memorandum on the burden of local taxation and social services, in which the conclusion is reached that the burdens which have to be borne by industry are becoming intolerable. It is, indeed, a very serious problem involving questions of the far-reaching character, and I welcome the proposals made by the Chancellor of the Exchequer in his Budget speech on April 24 to relieve industry of an important part of the burden of local rates. In my view no wiser form of Government assistance could have been devised, and I only regret that it will not apparently become operative before October, 1929.

**CUBA'S SUGAR.**

A 5,000,000 TON CROP.

Havana, Yesterday. Grinding operations in connection with the next Cuban sugar crop will start in December. The output is estimated at 5,000,000 tons.—Reuter's American Service.

**£6,000,000 CONTRACT.**

FOR ROADS IN GREECE.

Athens.—M. Metaxas, the Minister of Communications, announced that the party leaders participating in the present Government had agreed to award the £6,000,000 public roads contract to a Greek group headed by M. Macris and financed by Hambro's Bank. Instead of the £8,000,000 loan, however, Mr. Hambro has offered an advance of £1,000,000 to allow the contractors to commence the work. The issue of the loan is left for a more propitious time. For this advance, which will bear 6½ per cent. interest, and will be repaid as soon as the loan is issued, Mr. Hambro will receive as security the unissued bonds of the 1914 Greek loan.

The Greek Government has reserved the right to negotiate the new loan in any market, but has promised Mr. Hambro preference on equal terms.

Surprise is expressed in some political circles that the offer made by another group, backed by the Trinidad Asphalt Co., of London, was not accepted, although it is said to be more advantageous. The world-wide reputation of those concerned in the offer is held to be a guarantee for the thorough execution of work of such a magnitude.

**EXPORT CREDITS.**

**MANCHESTER EXPERIMENT.**

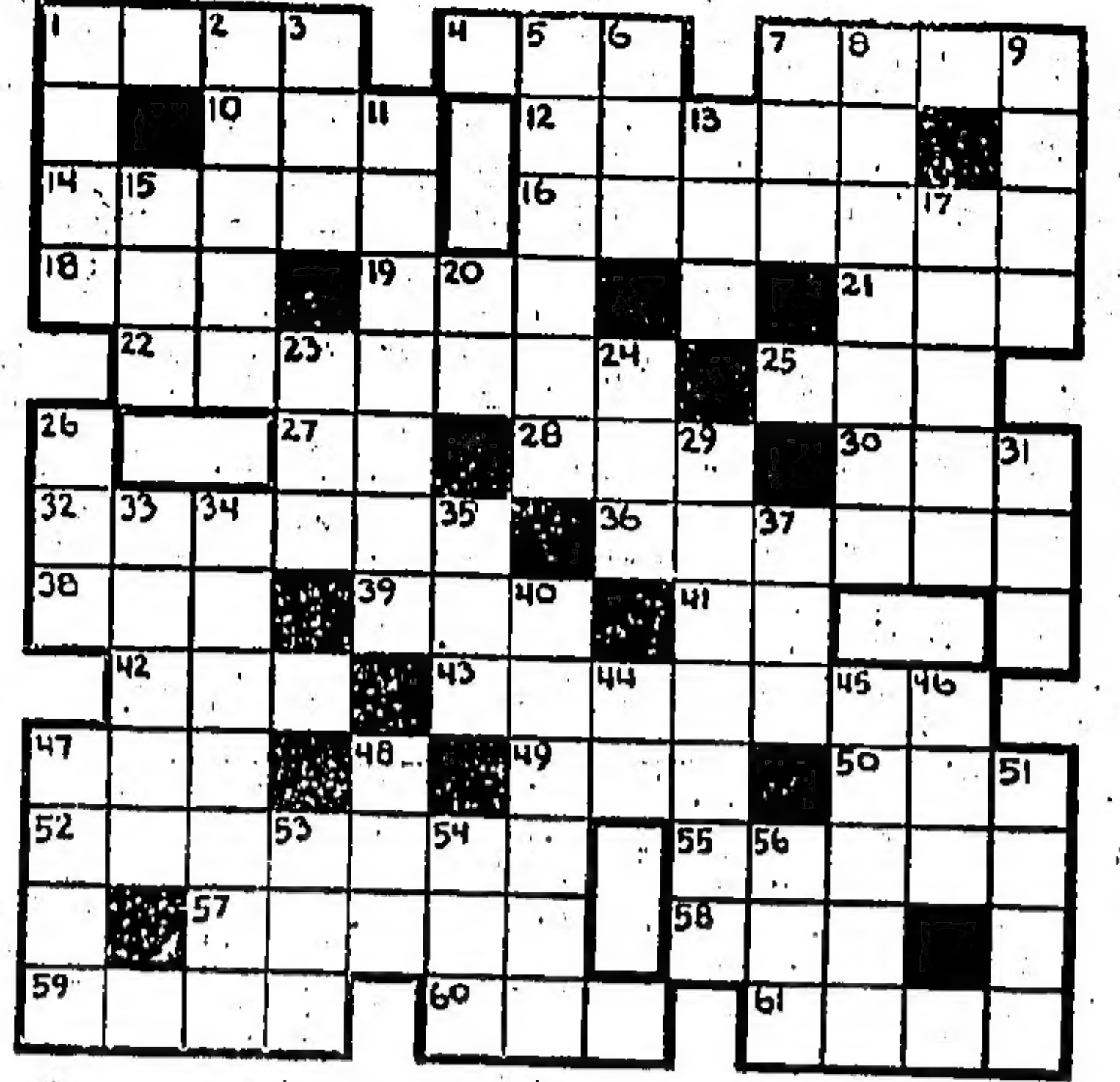
Mr. Douglas Hacking, secretary of the Department of Overseas Trade, has, following the great increase in the volume of business which the Export Credits Guarantee Department is insuring for Lancashire exporters, decided to appoint a local representative in Manchester. Mr. S. Judson has been nominated to the post.

The arrangement is experimental, and the president and board of directors of the "Manchester Chamber of Commerce" have agreed to provide the necessary accommodation temporarily.

Some time ago the Anglo-Oriental Mining Corporation, Ltd., London, purchased certain mining properties in Malaya. Mr. G. H. Hutson, the Company's Eastern manager has now arrived in Ipoh with a staff in connection with the Company's purchase.

**DAILY CROSS-WORD PUZZLE.**

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- |  |   |   |
|--|---|---|
| <b>HORIZONTAL</b>  | <b>HORIZONTAL (Cont.)</b>                         | <b>VERTICAL (Cont.)</b>                       |
| 1-Desire accompanied by expectation  | 48-And yet  | 13-A deed                                     |
| 4-Have (Scott.)  | 49-A high mountain                                | 14-A resinous substance exuded from an insect |
| 7-A Chinese monetary unit  | 50-To effect by magic                             | 17-Homer's great poem                         |
| 10-Man's name  | 51-A kind of thread                               | 20-Personal pronoun                           |
| 12-Wrangle   | 52-An Athenian hero of one of Shakespeare's plays | 23-Flowed                                     |
| 14-Metallic dress (pl.)  | 53-A scheme                                       | 24-A kind of Scottish cap                     |
| 16-A member of the French revolutionary society that began the Reign of Terror, 1793 | 54-And so forth                                   | 26-One of the months (abbr.)                  |
| 19-Of a reddish brown  | 55-To place out by complicity, etc.               | 29-A gold coin formerly current in Europe     |
| 21-High (Mus.)   |   | 31-Nothing                                    |
| 22-To point out the mistakes of  | <b>VERTICAL</b>                                   | 33-Prefix. Rose-red                           |
| 23-Combining form. One   | 1-A large body of men                             | 34-The capital of Georgia, U. S.              |
| 24-A degree (abbr.)  | 2-A musical instrument                            | 35-Yes  |
| 25-To strike gently  | 3-A unit of work and energy                       | 37-Girl's name (short)                        |
| 26-Suffix. Same as "an"  | 4-Sunk to a low condition                         | 40-Eagerly attentive                          |
| 32-A narrow opening  | 5-An epoch  | 44-Interjection                               |
| 34-My lady (lit.)  | 6-A country of S. E. Europe                       | 45-Leveled with the ground                    |
| 35-A little child  | 7-An annual fast observed by the churches         | 46-A measure of length                        |
| 38-Daemon (abbr.)  | 8-Stranded  | 47-A food-fish                                |
| 41-In this manner  |   | 48-Silent                                     |
| 42-Crafty  |   | 51-Shut up                                    |
| 43-The natural height of a man   |   | 53-Same as "jinnse"                           |
|  |   | 54-Fish-eggs                                  |
|  |   | 56-Man's name (short)                         |

**SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES**  
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the indicated squares and running either horizontally or vertically or both.

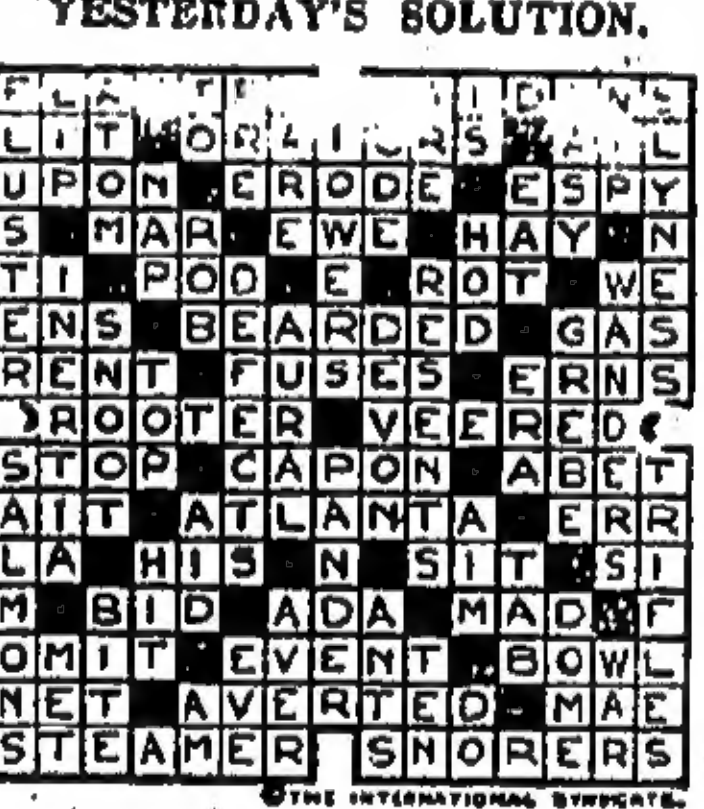
(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

**HONG KONG HEIGHTS**

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1805
Taikoo Sanatorium	1000
Mt. Davis	877
Bowen Road (filterbeds)	297
Mainland.	Feet.
Tai Mo Shan	3124
Kowloon Peak	1971

**YESTERDAY'S SOLUTION.**



**THE NEW SAILORS' AND SOLDIERS' HOME**

**WHAT** is the Sum required?  
**\$40,000**

**ARE** we anywhere near it yet?  
**No.**

**YOU** have sent in your bit?  
**No.**

**DOING** it now?  
**Yes.**

**ABOUT** how much is

**IT?**

Send it to  
**REV. J. C. KNIGHT ANSTY**

15, Ventrils Road.

or to  
**MR. W. H. SMITH**  
Sailors' and Soldiers' Home  
Arsenal Street.

**A REAL BARGAIN.**

**THE OLD ORIGINAL  
CHEFOO STAMPS**

UNUSED GENUINE SPECIMENS

\$2.00 per set of 6 stamps.

Cash must be sent with order to Box No. 519

c/o "China Mail"

**DODWELL & COMPANY, LTD.**

FOR NEW YORK AND BOSTON via SUEZ.  
M/V "GREYSTOKE CASTLE" Sails on or about 28th June.

**LLOYD TRIESTINO**

FOR BRINDISI, VENICE AND TRIESTE (FIUME).  
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK  
SEA AND DANUBE PORTS.  
REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ..... \$72.10.0  
LONDON ..... \$30.0.0.

**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.

M/V "ESQUILINO" ..... Sails hence on or about 21st June.  
M/V "ROMOLO" ..... Sails hence on or about 19th July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M/V "VIMINALE" ..... Sails hence on or about 26th June.  
M/V "ESQUILINO" ..... Sails hence on or about 24th July.

**NATAL LINE OF STEAMERS**

FROM CALCUTTA & COLOMBO TO  
SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:—

**DODWELL & CO., LTD., Agents.**

Telephone Central 1030.

**N.Y.K. LINE**

THROUGH BOOKING TO EUROPE AT REDUCED RATES.  
\$120, \$112, \$110, \$102, \$83, via San Francisco.  
G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU ..... Tuesday, 12th June.

KOREA MARU (Calls at Keelung) ..... Tuesday, 26th June.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

KITANO MARU ..... Saturday, 16th June.

HARUNA MARU ..... Saturday, 30th June.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ..... Wednesday, 20th June.

AKI MARU ..... Wednesday, 26th July.

BOMBAY via Singapore, Penang, & Colombo.

SADO MARU ..... Monday, 11th June.

GENOA MARU ..... Wednesday, 27th June.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

GINYO MARU ..... Thursday, 12th July.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU ..... Saturday, 9th June.

NEW YORK and/or BOSTON via PANAMA.

KUMA MARU ..... Monday, 11th June.

ASUKA MARU ..... Saturday, 16th June.

LIVERPOOL via Port Said, Geneva, Marseilles.

DAKAR MARU ..... Saturday, 9th June.

CALCUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU ..... Sunday, 10th June.

NAGATO MARU ..... Monday, 18th June.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ..... Friday, 22nd June.

SHANGHAI, KOBE & YOKOHAMA.

KATORI MARU ..... Monday, 11th June.

DELACOA MARU ..... Thursday, 14th June.

BINGO MARU ..... Thursday, 21st June.

†Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Suez and Port Said.

ALTAI MARU ..... Wednesday, 11th July.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore,

Colombo, Durban & Cape Town.

MANILA MARU ..... Saturday, 30th June.

PANAMA MARU ..... Sunday, 8th July.

BOMBAY—via Singapore and Colombo.

TACOMA MARU ..... Saturday, 22nd June.

INDUS MARU ..... Thursday, 5th July.

DURBAN, DELACOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOMBASA—via Singapore and Colombo.

CALCUTTA—via Singapore, Penang and Rangoon.

SHUNKO MARU ..... Thursday, 5th July.

SEATTLE MARU ..... Wednesday, 26th July.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and

Japan ports.

ARIZONA MARU ..... Monday, 11th June.

BANGKOK—via Saigon.

KOHO MARU ..... Monday, 18th June.

HAIPHONG—via HOIHOW & FAKHOI. Friday, 8th June 10 a.m.

MENADO MARU ..... Friday, 8th June 10 a.m.

NEW YORK—via Japan ports, San Francisco & Panama.

HAWANA MARU ..... Middle of June.

JAPAN PORTS.

SOUBAYATA MARU ..... Wednesday, 6th June.

KEELUNG—via SWATOW & AMOY.

KISHU MARU ..... Sunday, 10th June noon.

HOZAN MARU ..... Sunday, 17th June noon.

TAKAO—via SWATOW & AMOY.

KOKU MARU ..... Thursday, 28th June noon.

TAKAO & KEELUNG.

For further particulars please apply to—OSAKA SHOSHUN KAISHA.

Tel. Central No. 4088, 4089, 4090.

**SHIPPING SECTION.****LIVERPOOL.**

CHAMBER OF COMMERCE &  
BILLS OF LADING.

**THE DOCK BOARD.**

In view of a recent case in the courts, members of the Liverpool Chamber of Commerce are exercised in mind as to how bills of lading should be made out so as to ensure that goods shipped to Liverpool are not discharged at the docks at Birkenhead or Garston.

It was decided at a meeting of the Council of the Chamber over which Col. Buckley presided, that a statement be submitted to the Press explaining the position, and affording the necessary information.

The question of the proposed reduction in the freight rates to Egypt was considered on the proceedings of the General Trade Committee, which included a letter from the British Chamber of Commerce of Egypt thanking the chamber for the action taken to secure reduction in the rates to Egypt and the Levant.

Mr. Brocklehurst having moved the adoption of the minutes, Mr. Bickersteth remarked that it would be very advantageous to other sections of the chamber if they would appeal to the General Trade Committee to take up any such questions. In this particular instance their efforts meant much, particularly more to manufacturers than to merchants.

The proceedings were adopted. They contained also a letter from Mr. J. Sandeman Allen, M.P., enclosing a memorandum received from Messrs. Watson and Youell Shipping Agency, Ltd., confirming information in regard to Danube navigation, already supplied to the committee by Mr. Allen.

**Third Party Claims.**

On the consideration of the minutes of the Commercial Law Committee, the chairman, in moving, said they had decided to try and draft a resolution with regard to legal charges which would later be submitted to the council of the chamber, and subsequently be moved at a meeting of the Associated Chambers of Commerce in the autumn. It had been decided to obtain for consideration a copy of the Bill for compulsory insurance against third party claims.

The Transport Committee at a meeting on April 20 had decided that when the reply of the steamship company concerned with direct shipments to New Zealand had been received, the chamber should convene a meeting of the associations interested.

Mr. Mitchell intimated that it was their intention to have a conference as soon as they received a satisfactory reply. It was their desire, if possible, to supplement the good work done by Colonel Hawkins when he went out to New Zealand. They had a tremendous area supplied by Liverpool as the distributing centre and they felt that more use should be made of the facilities granted by the Dock Board in regard to cold storage arrangements.

In reference to pilferage the committee had considered a letter from the Mersey Docks and Harbour Board, intimating that the Liverpool Steam Ship Owners' Association had recommended members to adopt a system of cart passes in triplicate for traffic leaving the dock estate.

"We are very pleased," commented Mr. Mitchell, "to see that the Liverpool Steam Ship Owners' Association have at least agreed to adopt the system of cart passes in triplicate." The chairman remarked that the United Trades had been recommending that for some time.

**For Public Benefit.**

Mr. Dickie drew attention to an item in the minutes headed "Fort of Liverpool," which read "Request from members for ruling as to how bills of lading should be made out so as to ensure goods shipped to Liverpool are not discharged at the docks of Birkenhead or Garston." It

was decided that a letter be sent to the members explaining the position in view of a recent case before the courts. He thought that letter should be generally circulated: it would be of value.

Mr. Mitchell explained that the recent action was in regard to outside tonnage, and not liner tonnage. To overcome the difficulty either "Liverpool" or "Liverpool Docks" should be inserted.

The chairman asked whether Mr. Dickie's idea was that the letter should be sent to all members of the chamber, and the reply was that it should be available to all members interested.

A shipbroker member thought it might be inserted in the Press. Shipbrokers were frequently receiving inquiries on the point.

The chairman suggested that copies of the letter be sent to the Press, and the following was agreed to:—

"From the proceedings submitted to the Council of the Liverpool Chamber of Commerce for confirmation it appeared that the Transport Committee had been asked to give a ruling as to how bills of lading should be made out so as to ensure that goods shipped to Liverpool are not discharged at the docks at Birkenhead."

"This question has arisen owing to the recent decision in the courts in the case of the Co-operative Wholesale Society v. Embiricos confirming that Birkenhead is regarded as forming part of the Port of Liverpool. This question has also been considered by one of the trade sections of the chamber."

"Bill of Lading Stipulation." "From inquiries made by the chamber it appeared that the decision of the courts in the case in question would not affect cargoes carried by the regular liners, but rather dealt with cargoes by chartered steamers; further, that the possibility would be extremely remote of goods shipped by regular liners being discharged at any except the usual discharging berth, even if the bill of lading was made out to the Port of Liverpool; also that other associations who had been consulted in this matter had expressed the opinion that it would be impossible to take any action which would alter the usual conditions of shipment to the Port of Liverpool, and that if consignees wished their goods landed at Liverpool, especially in the case of chartered steamers, the bill of lading should be made out to 'Liverpool,' and not to 'The Port of Liverpool.'"

"The Mersey Docks and Harbour Board were also asked whether it would be possible to give any ruling on this question. The General Manager and Secretary pointed out that even if the Board made any statement on the subject it would have no binding effect, and that it would be as well for those members who desired guidance in particular cases to be advised by their own solicitors."

"To make quite certain that goods were landed in the Liverpool Docks under the control of the Mersey Docks and Harbour Board, in the case of chartered steamers it should be possible to negotiate with the steamship owner for bills of lading to be worked 'To be landed at the Liverpool Docks, not at Birkenhead.' It would be extremely difficult to induce the regular liners to alter the usual form of bill of lading, which is generally made out to the Port of Liverpool."

In the course of further discussion it was pointed out that the difficulty chiefly arose where merchants were dealing with chartered steamers and wanted their goods delivered on the Liverpool side. It was urged that there should not be any objection to 'Liverpool' being put in. In the case of liners the chance of being sent to Birkenhead was remote.

To the suggestion of a member that congestion in the Liverpool docks might lead to a vessel being sent to Birkenhead, another member expressed the view that the difficulty might be overcome when the tunnel became an accomplished fact. Although the Birkenhead docks would be there as an alternative in case those at Liverpool were not available, merchants in Liverpool were anxious to avoid their goods being landed at Birkenhead where there was no market for them.

"Relief Where Practicable." Mr. Dickie said the question had arisen several times, and the chairman remarked that the minute was merely a recommendation, and did not bind anybody.

On a consideration of the Budget, Mr. Irving wondered if any benefit could be given to Liverpool dock estate where the conditions were vastly different from

those of London. In the latter the warehouses were part and parcel of the dock estate, whereas on the Mersey they were outside, and the only concession was on the dock estate itself.

Mr. Warner was afraid none of them knew how far the matter would go, and to Mr. Irving's suggestion that the matter should be watched, he added that they might find their offices would be reassessed and this might swallow up a lot of the advantage they received on the docks.

The Chairman: May I say, Mr. Warner, you are hopeful of being able to pass on some of the relief you will get?

Mr. Warner: Yes, I think, undoubtedly; it is the inner thought of the whole Budget.

The Chairman: That is a good thing.

Mr. Warner: "Where practicable." You will notice those words are in, all the way through.

**THE UPPER YANGTZE.**

Hankow, Yesterday. British steamers on the Upper Yangtze River have resumed sailings. Accordingly, it is presumed that the trouble between General Yang Sen and his rivals is dying down.—British Naval Wireless.

**MOVEMENTS OF STEAMERS.**

The M/V "Japanese Prince," from New York, sailed from Keelung on June 5 afternoon and was expected to arrive here to-day at daylight.

The P. & O. s.s. "Khyber" left Singapore for this port on Sunday at 5 p.m. with the outward English Mails, and is due here at about midnight.

The P. & O. s.s. "Delta" left Shanghai for this port on June 5 at 4 p.m. with the Mails and is due here to-morrow at about 9 a.m.

The Bank Line s.s. "City of Tokio" sailed from Singapore on June 3, and will be due here on June 9 at about 7 a.m.

The P. & O. s.s. "Santhia" will leave Amoy for this port on June 9 p.m., and is due here on June 10 p.m.

The C.P.S. R.M.S. "Empress of Canada" arrived at Manila to-day at 7 a.m., leaves Manila on June 9 at 4 p.m., and is due at Hong Kong on June 11 at 6 a.m.

The M/V "Agra" (Swedish East Asiatic Co., Ltd.), left Antwerp on May 7, and is due here on or about June 16.

The M/V "Delhi" (Swedish East Asiatic Co., Ltd.), left Hamburg on May 13, and is due here on or about June 17.

**CONSIGNEES' NOTICE.**

Consignees of Cargo ex M.V. "Peru" are reminded to take delivery of their goods which will be subject to rent after June 12.

In order to further aid shippers, the Tyne Improvement Commission is to make a 10 per cent. discount on the dues on all coal and coke shipped from the river on and after July 1. It will mean a reduction of about £12,000 a year.

**CANADIAN PACIFIC**

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.  
TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

**SAILINGS 1928.**

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF CANADA	June 13	June 15	June 19	June 21	June 30
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 23	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

**SPECIAL FARES TO EUROPE.**

\$120: First class throughout.  
\$112: First class Pacific and rail. Cabin class Atlantic.  
\$ 83: Second class Pacific, First class rail and Cabin class Atlantic.

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

**HONG KONG—MANILA SERVICE.**

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
June 28	June 28	June 29	July 1
July 10	July 12	July 13	July 15

**CANADIAN PACIFIC EXPRESS.**

TRAVELLERS CHEQUES.

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "GACANPAC."  
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

**BRITISH WUCHOW LINE**

SAILING DATES FOR JUNE, 1928 (subject to change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 2.00 p.m.

S.S. "TAI HING"	S.S. "TAI MING"
[1,068 tons—Capt. O. B. Wilks.]	[649 tons—Capt. G. J. Spink.]
MON. 4th	WED. 20th
SUN. 10th	MON. 25th
FRI. 15th	WED. 13th
	FRI. 29th

Regular Service of Fast, High Class River Steamers Having Good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.

These vessels leave Hong Kong for Wuchow (via Samshui, Shihing, Takling & Dosing) and return to Hong Kong (via same Ports) every 5 or 6 days.

Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.

Hong Kong Arrivals and Departures from Ho On Wharf.

For information apply to—**KWONG WING Co., Ltd.**

87, Cross Street West, Phone: Central 693.

**American Express Travellers Cheques**

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in G.\$10, G.\$20, G.\$50, G.\$100, and £5 and £10 denominations—bound in a small handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and itineraries; or plan your cruise or tour through

**THE AMERICAN EXPRESS CO., INC.**

4-A, Des Voeux Road, Central, Hong Kong.

**BANK LINE LTD.**

AGENTS FOR

**ELLERMAN & BUCKNALL S.S. CO., LTD.**

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE

S.S. "CITY OF CARLISLE" ..... Marseilles, Havre, London, Rotterdam, & Hamburg ..... 24th June.

S.S. "CITY OF TOKIO" ..... Havre, London, Rotterdam & Hamburg ..... 25th July.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF NEWCASTLE" ..... via Suez Canal ..... 12th June.

S.S. "CITY OF OSAKA" ..... via Suez Canal ..... 13th July.

S.S. "CITY OF EVANSVILLE" ..... via Suez Canal ..... 10th August.

ALSO AGENTS FOR

**ANDREW WEIR & CO.**

SERVICES TO

BOSTON AND NEW YORK ..... AMERICAN & ORIENTAL LINE

# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL-MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
DELTA	8,097	9th June	Bombay, Marseilles, L'don & A'werp
RAIPURA	10,601	23rd June	Bombay, Marseilles & London.
RAIPURA	10,601	23rd June	Bombay, Marseilles & London.
RAIPURA	10,601	23rd June	Bombay, Marseilles & London.
*KHYBER	9,114	7th July	Marseilles, London, Antwerp, Hull,
*RAIPURA	10,601	21st July	Marseilles, London, Antwerp, Hull,
*KASHMIR	10,601	21st July	Marseilles, London, Antwerp, Hull,
*RAIPURA	10,601	21st July	Marseilles, London, Antwerp, Hull,
*KASHMIR	10,601	21st July	Marseilles, London, Antwerp, Hull,
*RAIPURA	10,601	21st July	Marseilles, London, Antwerp, Hull,
*KASHMIR	10,601	21st July	Marseilles, London, Antwerp, Hull,
*RAIPURA	10,601	21st July	Marseilles, London, Antwerp, Hull,

\*Cargo only. \*Call: Casablanca.  
Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the  
Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

SANTHA	7,754	11th June	Singapore, Penang & Calcutta.
TILAWA	6,000	26th June	Singapore, Penang & Calcutta.
TAKADA	8,949	3rd July	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers. All steamers are fitted with wireless and  
carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	29th June	Manila, Sandakan, Thursday Island,
ARAFURA	6,000	3rd Aug.	Townsville, Brisbane, Sydney &
TANDA	6,956	31st Aug.	Melbourne.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to  
Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hainan, Cebu,  
Kohabang, Timor, Darwin, or other ports en route as indicated on  
advertisements.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

KHYBER	9,114	9th June	Shanghai, Kobe & Yokohama.
TAKADA	8,949	10th June	Amoy, Moji, Kobe & Osaka.
TAKADA	8,949	10th June	Amoy, Moji, Kobe & Yokohama.
TAKADA	8,949	10th June	Amoy, Moji, Kobe & Yokohama.
*NELLORE	6,853	3rd July	Shanghai, Moji, Kobe & Yokohama.
*KASHMIR	8,986	6th July	Shanghai, Moji, Kobe & Yokohama.
*ARAFURA	6,000	10th July	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	14th July	Shanghai, Moji, Kobe & Yokohama.
*RAIPURA	10,601	20th July	Shanghai, Moji, Kobe & Yokohama.
*KASHMIR	8,986	24th July	Shanghai, Moji, Kobe & Yokohama.
*TAKADA	8,949	28th July	Shanghai, Moji, Kobe & Yokohama.
*NELLORE	6,853	31st Aug.	Shanghai, Moji, Kobe & Yokohama.
*KASHMIR	8,986	31st Aug.	Shanghai, Moji, Kobe & Yokohama.

\*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\*Passengers for Rangoon must defray their own Hotel expenses at  
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received  
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## AMERICAN & MANCHURIAN LINE.

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S.S. "CITY OF NEWCASTLE"	Via Suez Canal	12th June
S.S. "HELENUS"	Via Suez Canal	29th June
S.S. "CITY OF OSAKA"	Via Suez Canal	18th July
S.S. "DARDANUS"	Via Suez Canal	27th July
S.S. "CITY OF EVANSVILLE"	Via Suez Canal	10th Aug.
S.S. "LYCAON"	Via Suez Canal	24th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

## BELGIAN PACKETS.

DIFFICULTIES TO BE MET

WITH

THE RAILWAYS.

As was foretold when a private company took over the Belgian State Railways, the status of the packet steamers which maintain the service between "Ostend" and Dover has caused more than a little trouble and discussion, although the rumour which was current some time ago that they were going to be handed over to a foreign company may be definitely denied. The concern which took over the railway would certainly very much like to take over the steamships as well, for such a service can always be maintained best in conjunction with the railways at either end, but there are numerous difficulties to this plan. Among the principal is the fact that this steamship service is really the Belgian Navy, an arrangement that has been in force for many years. They fly the pennant and employ naval officers and a certain number of ratings, the idea being that the ships themselves should be used as cruisers or despatch vessels, even in the days when they were all paddlers and obviously unsuited for war work. They had their opportunity during the war, but found employment as transports and hospital ships only, just as they would have done had they been in private ownership, subject to charter like any other packet steamer. It is, of course, a matter of national pride that the Navy of a country should not be sold for commercial purposes, but when one considers the nature of this particular Navy, the fact that Belgium has no real need for a fighting force at all, and more than all the fact that comparatively few Belgians seem to be aware that it is their Navy, it would appear that these difficulties might well be overcome. No doubt it could be run far more satisfactorily under the same management as the railways, but it must be admitted that the management is more efficient and more successful than any other State-owned shipping venture in the world, and that the service maintained by these steamers is deservedly popular.

"Journal of Commerce."

## CONSIGNEES.

## THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Motor Vessel

"PERU"

having arrived, Consignees of cargo

are hereby informed that all goods

are being landed and placed at their

risk into the hazardous and/or

extra-hazardous Godowns of The

Hongkong &amp; Kowloon Wharf &amp;

Godown Co., Ltd., where delivery

can be obtained as soon as the goods

are landed.

No claims will be admitted after

the goods have left the Godowns,

and all goods remaining undelivered

after the 12th June, 1928, at 4

p.m. will be subject to rent.

All broken, chafed and damaged

goods are to be left in the Godown,

where they will be examined by

Messrs. Anderson &amp; Ashie on the

9th June, 1928, at 10 a.m.

All claims against the vessel

must be presented to the Under-

signed before the 15th June,

1928, or they will not be recognized.

No Fire Insurance will be

effected.

Bills of Lading will be counter-

signed by

JOHN MANNERS &amp; CO., LTD.,

Agents.

Hong Kong, 5th June, 1928.

## THE BEN LINE STEAMERS, LTD.

From LEITH, MIDDLESBRO',

ANTWERP, LONDON &amp; STRAITS.

## THE Steamship

"BENLOMOND"

Consignees of Cargo are hereby

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landed at their risk into the hazar-

dous and/or extra hazardous Go-

dows of The Hongkong &amp; Kow-

loon Wharf &amp; Godown Co., Ltd.,

whence, and/or from the wharves,

delivery may be obtained.

No claims will be admitted after

the goods have left the godowns,

and all goods remaining undelivered

after the 11th inst. will be

subject to rent.

All claims against the steamer

must be presented to the Under-

signed on or before the 25th

inst. or they will not be

recognized.

All broken, chafed, and damaged

goods are to be left in the Go-

dows, where they will be examined

on the 9th inst. at 10

a.m. by Messrs. Goddard &amp; Douglas.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

GIBB, LIVINGSTON &amp; CO., LTD.,

Agents.

Hong Kong, 4th June, 1928.

## MORE PORTS.

BRITISH COLUMBIA'S

NEED.

THE PANHANDLE.

For years the development of the northern part of British Columbia has been shackled and retarded by the want of suitable outlets to the sea, and a movement is on foot which has for its object an amelioration of the present situation. The whole of the coast fronting the Northern British Columbia, which extends from below the 55th to the 60th parallel, is territory claimed by the United States after she purchased Alaska from Russia. It has a minimum width of 30 miles, and, of course, the harbours and islands off the coast are controlled by the United States Government, thus closing the sea approaches to the enormous tract of territory which is rich in minerals, but whose development is retarded by the inability to make free use of the natural ports of the district. The strip of coastline in question is known as the "Panhandle," and was at one time leased to the Hudson Bay Company. The boundary line was not at that time clearly defined, but negotiations were entered into some twenty-five years ago for the demarcation of the line, and in the arbitration proceedings which resulted the United States became possessed of considerable territory which Canada considered her own. In those days, though the award was claimed to be unjust, little practical inconvenience was experienced, as the land was very sparsely populated and the trade there was of little moment. Now, however, the trade has assumed important dimensions, particularly in the wide stretch of territory known as the Atlin district, a hinterland which is enormously rich in mineral wealth, and it is suggested that the United States Government might, for a consideration, cede the port of Skagway, for she has little interest in the place, but it is the gateway to the Yukon and Northern Columbia. It is also considered possible that a portion of the Southern "Panhandle" might likewise be ceded or purchased. The United States has a considerable interest in several other parts of this coast, but Skagway and Wrangell (in the south) seem to be of little value to her. The latter port would be of material assistance in opening up the route through the Stikine River to the Denase Lake and the whole of the rich territory adjoining that spur of the Rockies known as the Cassiar Mountains. Proposals are on foot that the Canadian Government should approach the Government of the United States with a view to a readjustment of the boundaries in the sense indicated. Such a readjustment would greatly help in the development of that portion of British North America, and would certainly not hurt the United States in any way.

## ROUND THE WORLD.

## JAPANESE RIVALS MEET IN LONDON.

Young Mr. Teichiro Araki, of Tokyo, called at the Mansion House last month and asked to see the Lord Mayor of London.

But Sir Charles Batho was asleep, for it was very early. So Mr. Araki and Mr. Saburi, the Japanese Charge d'Affaires and Acting Ambassador, toured the City and the West End, and then returned to the Mansion House.

This time greetings on behalf of the citizens of Tokyo and of London were exchanged through a valet, for it was still only 7.30 a.m.—and Sir Charles signed Mr. Araki's autograph book.

Mr. Araki was naturally in a hurry, for he is engaged in a race round the world with Mr. Ryukichi Matsumi, a fellow countryman.

The two left Tokyo at the beginning of the month, travelling in opposite directions, and each covenanted to wear a blue serge suit. Mr. Araki, who has come via the United States and Paris, arrived in London and later left Croydon for Berlin by air.

"Bobby" Haired Girls.

Mr. Araki, of course, gave his views on the modern girl. "These skirts are not quite so short at home," he said, "and another thing that is not favoured is—what do you call it?—bobby hair."

Meanwhile, Mr. Matsumi was not idle. He started overland by way of Siberia and reached London from Berlin at 6.50 p.m. missing his rival by 12 hours. Mr. Araki goes home via Moscow and hopes to complete the trip in 34 days. Mr. Matsumi's next stop will be Paris.

"I may get home first," said Mr. Matsumi—they both speak English, and Mr. Araki married an Englishwoman—but I shall have to hurry!" He was entertained to a "Japanese feast" by fellow-countrymen, and flies to France, whence he sails for the United States.

In every capital visited each traveller has to obtain three signatures, and Mr. Matsumi also visited the Mansion House for that purpose—"Daily Mail."

## FUEL FOR SHIPS.

POSSIBILITIES OF PULVERISED

VARIETY.

FOR MERCHANT VESSELS.

In the course of a letter to "The Times" on the subject of fuel for merchant ships, Sir John H. Biles, the eminent naval architect writes as follows:—"My investigations have been made with a view to showing that the high pressure turbine worked with watertube boilers is a more economical prime mover than the Diesel. The contributions to this subject made by me to the Institution of Naval Architects have, it is submitted, fully covered the ground of investigation, and have given every opportunity for a scientific investigator to confirm or dispute my figures. It may not, however, be out of place to state the conditions of the problem in general terms. The advantages of oil over coal are:—

(1) The heat units per pound are 40 per cent. more.

(2) The fluidity of oil enables it to be put in the bunkers and taken from them to the furnaces with greater ease and rapidity.

(3) Oil can develop its energy directly in the cylinder of an engine instead of in a furnace where it gives its energy to steam which is used in a cylinder or turbine.

(4) Efficiency of oil used in an engine is much greater than either coal or oil used in a boiler.

(5) Less weight of fuel has to be carried to do a certain distance.

(6) Spaces in the ship are available for carrying oil, such as the double bottom, which are not available for coal.

"The disadvantages of oil are:—

(1) Its greater cost.

(2) When used in an engine the cost and weight of the installation are much greater.

"An attempt has been made in my papers to value these advantages and disadvantages. To reduce the relative disadvantages of coal pressures of two or three times those used in steamers at present are suggested. These pressures involve a considerable saving of weight in machinery. To get the advantage of the fluidity of oil it is proposed to pump coal on board the ship, not in a powdered form, but in jumps of 1in. to 2in. in size. To feed the coal to the boiler it is proposed to feed it by hand and by gravity to mills where it will be pulverised and blown direct into the furnace. In this way there will be no risk of explosion from coal dust.

"This system has proved to be practicable and more efficient than any other system of burning coal. By these means the efficiency of the coal-fired steam plant will be so much improved that the economic result will be better in most cases than in the Diesel engine. Installations of this kind have been successfully used on land. Pulverised coal has been used in one ship at sea, and others are being fitted with similar apparatus for this purpose. High-pressure boilers have been successfully used.

"It is thus seen that these improvements in steam using plant have passed the experimental stage, and the further successful use of these means may be looked forward to with a reasonable assurance of economic success."

A Mr. Brimo-Comb was bitten by a mongrel and had to be treated at the Kowloon Hospital yesterday. The dog belonged to Mr. Blythe of No. 20, Tung Hing-road, Mataukok.



"Why, Helen, every meal was a banquet! Breakfast at eight, bouillon at eleven, lunch at one, tea at four, and dinner at seven. If only the scales had lied in my favor, I could have had sandwiches and tea before going to bed every night. The menus aboard the Presidents are too grand to describe."

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Fortnightly sailings on Tuesday Fortnightly sailings on Wednesday

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Pres. Taft July 3rd Pres. Jackson June 26th

Pres. Jefferson July 17th Pres. McKinley July 10th

Pres. Lincoln July 31st Pres. Grant July 24th

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Pres. Hayes June 17th 8 a.m. Pres. Garfield July 26th 8 a.m.

Pres. Polk July 1st 8 a.m. Pres. Harrison Aug. 12th 8 a.m.

Pres. Adams July 15th 8 a.m. Pres. Monroe Aug. 26th 8 a.m.

## To Manila

Pres. Pierce June 5th 6 p.m. Pres. Taft June 23rd 6 p.m.

Pres. Hayes June 17th 8 a.m. Pres. Polk July 1st 8 a.m.

Pres. Jackson June 19th 6 p.m. Pres. McKinley July 3rd 6 p.m.

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ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and

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Hong Kong, April 1, 1924.

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## MISSION ORANGE

## PURE ORANGE JUICE

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## RICH IN VITAMINS.

A most refreshing beverage mixed with Aerated Water.

## Prices:

Large Bottle \$2.40

Small Bottle \$1.30

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The Hongkong Dispensary.  
Phone C. 16.

## WHITEWAYS

## MEN'S "AERTEX" UNDERWEAR

## ELASTIC

## LISLE

## THREAD

## SUMMER

## WEIGHT

## No. 1616

## AND

## COTTON

## No. 931



## DRAWERS

## VESTS

## COMB'S

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## IN THESE

## NUMBERS

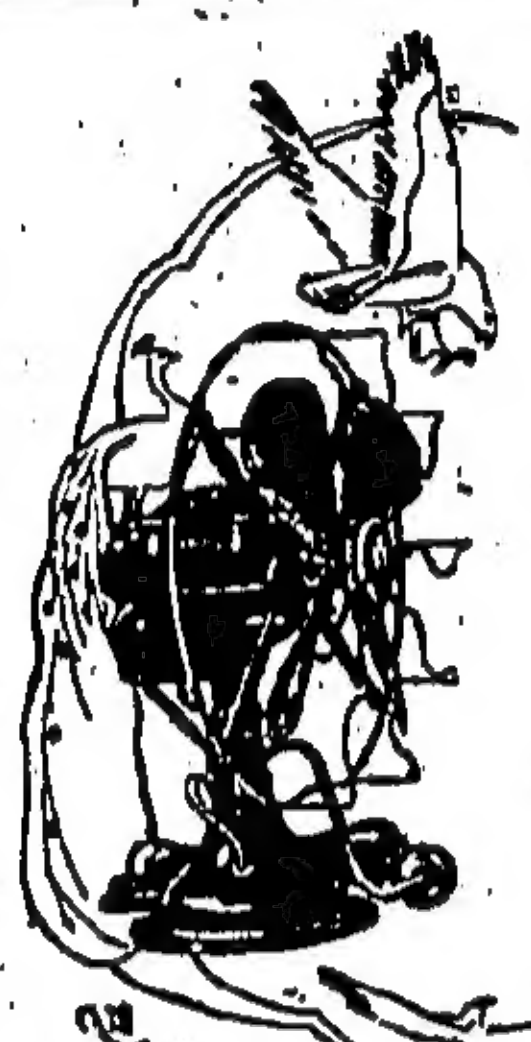
## AERTEX

In AERTEX Underwear you will enjoy complete protection when the sun is chary of showing his face, and on those scorching days when his shyness is forgotten, a chill-free coolness that may well be the envy of your prurient fellows.

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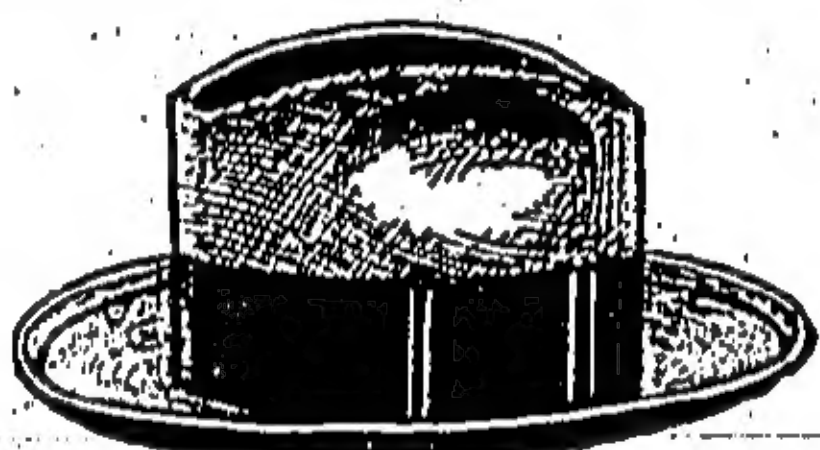
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## GET WELL IN SIMPLE WAY.

The Poo On Chinese Herbs have cured thousands: — Catarrh; Indigestion; Gastritis; Dropsy; Diabetes; Rheumatism; Bronchitis; Insomnia; Skin Diseases; and Constipation.

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Best machine made bricks  
Highest tests and uniform qualities.  
For Economy, Quality, Beauty, Durability and  
Satisfaction unsurpassed.

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Such an ambition might have something more substantial in it than it has at present or ever is likely to have if the modern Italians bore any resemblance to the ancient Romans, but the fact is that just as modern Italy is in no respect as was ancient Rome neither are the Italians of to-day anything like the Romans. Mussolini magnificently ignores these fundamental facts, which will be only too evident if ever the Fascists have the temerity or the folly to try to realise Mussolini's chimera.

## A NEW FLIGHT?

(Continued from Page 1.)

## CHINA'S TREATIES.

Assurance by the Nationalist Government.

Shanghai, To-day.

The Nationalist Government has declared (now that Peking has fallen) that it will adopt mild measures to bring about the adjustment of unequal treaties; and that the country will be governed on lines laid down by the late Dr. Sun Yat-sen — "Wah Keung Po."

Shanghai, To-day.

The retreating Manchurian soldiers caused a great deal of wanton damage, destroying most things they could lay hands on. Bridges, railways and telephone installations were wrecked. An iron bridge on the railway was shelled, as was a vast tank at Liuliu, the explosion of which was heard in Peking. — "Wah Keung Po."

## Left for the Front.

Hankow, Yesterday.

General Pei Chung-hai, one of the Kwangsi Nationalist Generals here, left by the Peking-Hankow Railway on June 5 for the northern war zone. — British Naval Wireless.

## Japan's Neutrality.

Tokyo, Yesterday.

Following a detailed report by the War Minister on the present situation in North China and Manchuria, the Cabinet agreed to take every possible measure for the protection of legitimate rights and interests in Manchuria and Mongolia and carefully watch developments.

The Cabinet also decided to observe strict neutrality whoever took over the political administrative power in China as a whole and also in Manchuria. — Reuter.

## Request to America.

Washington, Yesterday.

The State Department publishes a communication of the Foreign Minister of the Nationalist Government at Nanking to the United States Minister at Peking expressing the hope that the United States troops will be withdrawn from Tientsin, assuring the American people that Tientsin will not be molested. — Reuter's American Service.

## Japanese in Shantung.

Tientsin, Yesterday.

Two thousand Japanese infantry and 600 artillerymen arrived here on June 5, making the total Japanese troops in Shantung 17,800, of whom 6,000 are at Tientsin. — Reuter.

## New Foreign Minister.

Shanghai, Yesterday.

General Feng Yu-siang's nominee, Dr. C. T. Wang, has been appointed Nationalist Foreign Minister. — Reuter.

## WHAT THE LAW SAYS

## WHEN A DEFENDANT IS IMMUNE.

## "IMMORAL INSTITUTION."

"A plaintiff cannot recover the price of goods sold and delivered, whatever their nature may be, to an immoral institution, if at the time when he supplied the goods he knew the nature of the institution."

This judgment was delivered in the Hong Kong Court of Appeal in 1909 by Sir William Rees Davies (Chief Justice) and Mr. Justice H. H. J. (now Sir Henry) Gompertz (then Puisne Judge), overruling a decision by Mr. Gompertz in the Summary Court.

To-day, the Woo Sing Yuen Kei firm sued the Taul Lok Lau of West Point for \$284.94 for rice supplied.

Institution and Individual. Mr. F. X. d'Almada, who was for the defence, quoted the ruling. Plaintiff admitted that he knew the nature of the business of defendants when he delivered the rice.

Mr. Justice P. J. Jackson (acting Puisne Judge) gave judgment for defendants with costs, remarking that the law of England and the law of this colony prevented plaintiff from suing.

When addressing his Lordship, Mr. d'Almada referred to the distinction which, he stated, exists between an "institution" and an "individual" of the type referred to.

## CHEEKY.

## CYCLIST WHO TEASED POLICEMAN.

## A HOT CHASE.

"It is the worst case I've come across for a long time," said Traffic Sergeant Baysting at the Kowloon Magistracy this morning, when he charged a Chinese youth with riding on the wrong side of the road, and being a danger to the public generally. The case was heard before Mr. W. Schofield.

Sergeant Baysting said that at about 11.10 p.m. yesterday, he was on duty on Nathan-road when he noticed the defendant coming in the opposite direction on the wrong side of the road. When they passed each other, the Police officer shouted to the other to get on the right side.

"He just laughed, and did not take any notice, proceeding the same as ever." Seeing this, the officer gave chase, and the defendant turned down Shan Tung-street, then back to Nathan-road where, after a hot run, the officer managed to stop the cyclist near the Orient Tobacco Factory.

"I had to exceed 20 miles an hour, and the defendant kept zig-zagging across my path, making me apply the brakes very often."

His Worship: People who ride in the manner described, are a public nuisance.

Defendant said that he zig-zagged across the road so as to avoid a Kowloon Motor Bus.

His Worship imposed a fine of \$30, with the alternative of one month's hard labour.

## AERIAL "PULLMAN."

## NEW GERMAN GIANT MACHINE NEARLY READY.

## UTILITY FLIGHT.

While the world is hailing the "Bremen" flight as a pioneer adventure, work is proceeding in Germany rapidly but unobtrusively, on a powerful long-distance flying boat which promises to be a big advance towards the transformation of Trans-oceanic flying from a precarious exploit to a regular commercial enterprise.

Since last December the Rohrbach Works have been building for the Luftthansa the flying boat Romar, which is designed for a 2,500-mile radius of action. Work-Two exactly similar models, also for the Luftthansa, are already well advanced.

The all-metal boat, standing on the stocks in the unpretentious sheds of the Rohrbach Works, makes a sturdy and formidable impression. It strikes one at once by the appearance of the extreme narrowness—only two passengers can sit side by side—and tallness in proportion to the 81-feet span from the prow to the tip of the long tapering stern, writes a Berlin correspondent to the "Morning Post."

And it strikes one next by the appearance of eminent seaworthiness against a forced descent on turbid waters. Its windows are small portholes, and it is divided into eight compartments with watertight doors. Any two of these compartments can fill with water without in any way impairing the buoyancy of the boat, which is therefore almost unsinkable, except by collision or heavy battering.

A further idea of the Romar's size may be gained from the dimensions of the wings. Their span from tip to tip is 121½ feet, their maximum breadth 30 feet, and their maximum depth nearly 4½ feet. 19 Tons Full Load.

Three Bavarian Motor Works Vlu. 800 horse-power engines will be placed side by side on lofty mountings rising above the centre of the boat on alignment with the wings, so that the height from propeller tip to ground will be no less than 27½ feet.

Provision is made for eight detachable petrol tanks to be carried by each wing. The number can thus be easily varied for flights of 750, 1,700, and 2,500 miles respectively. The machine will weigh 9.3 tons empty, and 19 tons with a full load. The maximum speed with a full load will be about 125 miles per hour.

The machine will possess a carrying capacity of 12 passengers with sleeping accommodation, together with a crew of four and a man of all work, one of whose principal functions will be cooking. For, in addition to a food supply by automatic machines, there will be a small kitchen furnished with electric cooking apparatus.

Such is the latest German effort to combine commercial utility with safety in trans-oceanic flying. The Luftthansa, who—having ordered three Romars—has evidently embarked with some confidence on far-reaching designs, hesitates to disclose what these designs are.

On the face of it the Romar should be able to leap from the Cape Verde Islands to Brazil with safety and replace the ships at present covering that section of the Spanish-South American air service.

## TICKET OF LEAVE.

## A MAN WITH 18 PREVIOUS CONVICTIONS.

## AND A NAMESAKE WITH 221.

Let out from jail on ticket of leave in March, Chan Wing, of about 45 years of age, is back again, having been sentenced this morning by Major C. Willson, O.B.E., for the theft of several singlets from a shop in town during the early hours.

Had it not been for his record, he would only have got fourteen days or pleading guilty.

It was when this sentence was announced that Det. Sgt. Goodwin (attached to the Secretariat for Chinese Affairs) proved an imposing list of convictions.

There were eighteen in all—mostly for larcenies and petty stealing—including one of four years' hard labour and the last one of five, which he had not completed, having been released on "a convict's licence."

## Namesake More Famous.

His Worship pointed out that the record stated "This is another Chan Wing."

Sgt. Goodwin explained that there was another Chan Wing, who had been in prison since last June. The word "another" was used to identify the defendant in to-day's case. His Worship thereupon imposed sentence of six months' hard labour and two years' police supervision.

The other Chan Wing, a pock-marked man, is even more notorious. He had twenty-two previous convictions when arrested—by a coincidence—by Sgt. Goodwin for burglary in Yaumati last year. That Chan Wing had, since 1902, been twenty-two years in prison altogether.

## STREET ACCIDENT.

## BRAKES FAIL TO OPERATE: SEVERAL PERSONS INJURED.

## \$50 FINE.

The driver of lorry No. 1438 was, this morning at the Kowloon Magistracy, charged with having inefficient brakes, and being a danger to the public.

The charge was lodged by Traffic Inspector Nicholls.

At about 12.30 p.m. on Tuesday, while the lorry was proceeding along Nathan-road, a Chinese stepped in front of the vehicle. The driver on applying the brake found that it failed to operate completely. He then swerved to the right, and in doing so knocked down a Chinese and also threw two passengers off the lorry into the road. All involved in the accident are still in hospital said Inspector Nicholls, who examined the brakes yesterday, found both to be useless.

The defendant who pleaded "guilty" was fined \$50 with the alternative of 3 weeks' imprisonment.

## HAKKA GIRLS.

## THREE FINED FOR THEFT OF PINE BRANCHES.

Four Hakka girls, whose ages ranged from 13 to 15, appeared before Mr. W. Schofield at the Kowloon Magistracy this morning, formally charged with the theft of a quantity of pine branches from No. 9, Plantation, situated above the Tai-po-road, near the Water Works. The girls with the branches in their possession, were met by the forest guards, and subsequently arrested. They pleaded "guilty." The first three defendants were fined \$10, with the alternative of 14 days' hard labour, while the fourth defendant, who gave her age as 15, was discharged.

## TEASERS.

## Answer The "China Mail" Questions.

## TO-DAY'S POSERS.

From day to day a series of half a dozen questions, not tremendously difficult to answer, but not always so simply solved as may be thought, appear on this page. Answers are given on page nine.

1. What European city of ancient fame has recently been destroyed by an earthquake?
2. How much does it cost at home to send an ordinary registered letter?
3. What is the exact meaning of the term "Bolshevik"?
4. What and where are the Kyles of Bute?
5. How many counties put a first-class cricket team in the field?
6. What famous English author do you associate with the South Sea Islands?

## AT THE REGISTRY.

## FORMER "CHINA MAIL" MAN MARRIED.

## MR. ROBERT HO TUNG, JR.

His former colleagues on the "China Mail" heartily congratulate Mr. Robert Ho Tung, Junior, on the occasion of his marriage yesterday to Miss Heeta Rosalind Hung. This was easily the most fashionable wedding in Hong Kong for some time, being of great interest to many.

The bridegroom, as is well known, is the second son of Sir Robert and Lady Ho Tung. He only recently returned to spend a few months in Hong Kong, after several years' study at Woolwich and on the Continent.

The bride is the daughter of Mr. Hung Taze-ye, a highly respected merchant and shipowner.

## The Bridal Retinue.

The civil ceremony was carried out at the Registry of Marriages. The bride was given away by her father. She was charmingly attired in a robe of style in white satin embroidered with pearls and sequins, a creation of Jeanne Lavin of Paris. The veil was of white tulle, with a tulle of pearls and orange blossoms. She carried a bouquet of white Canton lilies.

The bridesmaids were the Misses Phyllis Hung, Christina Hung, Grace Ho Tung, and Florence Ho Tung. Miss Ki-yeung Hung was the flower girl, whilst Master Johnnie Hung acted as page.

The bridesmaids' dresses were of peach coloured tulle, trimmed with self-coloured tulle, and they wore picture hats to match. Their bouquets were of pink roses with maiden hair fern.

The bride's mother was a picturesque figure in a blue broadcloth Chinese coat with black brocaded skirt.

## Many At Reception.

Mr. George Zimmern carried out the duties of best man.

After the ceremony, a large number of friends of both families, including many Europeans, attended a reception at "Idlewild", No. 8, Seymour-road, where the usual toasts were duly proposed and honoured with enthusiasm by the friends of the popular young couple.

Mr. and Mrs. Ho Tung afterwards motored to Repulse Bay for the first part of the honeymoon which will be extensive, covering a trip to Europe.

The bride's going away dress was a model by Lucien Lelong, in peach crepe, with a small hand-embroidered coat and hat to match.

## THE PRESENTS.

From Officialdom of Canton and Hong Kong.

Among the very valuable assortment of presents were the following:—

Sir Robert and Lady Ho Tung: pearl necklace, pearl bracelets, diamond earrings and a diamond bangle to the bride.

Mr. and Mrs. Hung Taze-ye: cuff-links with ancient jade to the bridegroom.

H.E. the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.) and Mrs. Southern: crystal flower-stand with network of gold.

Marshal Li Chai-sun and General Fung Chuk-man (Minister of Finance, Canton): silver rose bowl.

General Chen Min-chu (vice-chairman, Canton Government): silk scroll with gold inscription.

General Tang Hui-tsang (Canton Police Commissioner): silver loving cup.

General Hau Shiu-ching, General Wu To-chen (Commissioner of Construction), Mr. Wong Tong (Base Commandant) and Mr. Chu Chao-hsin (Commissioner for Foreign Affairs): a large silver incense burner.

Mr. Liang Shih-yi (ex-Peking Premier): a large silver incense burner.

Sir James Stewart Lockhart (ex-Hong Kong Cadet and formerly Commissioner at Wei-hai-wei): silk scroll with gold inscription—"an upright man and a loyal friend."

Scrolls in silk or gold from: Mr. Tang Shui-yan, the directors of the Tung Wah Hospital, Hong Kong; Mr. Chui Kan and Mr. Ng Jong; Mr. Hung Shiu-ho (private secretary to the late ex-President Li Yuan-hung); Mr. Chan Mong-tsang (a former high mandarin of Canton); Mr. Chan Lim-pak, Comptroller staff of the Hong Kong & Shanghai Banking Corporation; the Native Banks, Singapore & Co., Ltd.; Sun Co., Ltd.; Wing On Co., Ltd.; New Territories Agricultural Society.

## THE GUESTS.

Distinguished Gathering At The Reception.

Among the guests at the reception were the Hon. Mr. W. T. Southern, C.M.G., and Mrs. Southern; Captain A. J. L. Whyte (A.D.C.); Captain B. Boy-Rosen (Private Secretary); Sir Henry

Gollan, Mr. Justice P. and Mrs. Jacks, the Hon. Sir Henry and Lady Pollock, the Hon. Mr. H. T. and Mrs. Creasy, the Hon. Mr. R. A. C. and Mrs. North, the Hon. Mr. E. D. C. Wolfe, C.M.G., the Hon. Sir Shou-son Chow, the Hon. Dr. R. H. Kotewall, C.M.G., the Hon. Mr. A. C. Hynes, Mr. A. E. Wood, Mr. and Mrs. W. J. Carrie, Mr. and Mrs. G. R. Sayer, Dr. W. B. A. and Mrs. Moore, Bishop Valtorta, Mr. J. P. Braga, Mr. and Mrs. J. H. Taggart, Mr. and Mrs. L. C. F. Bellamy, Mr. and Mrs. H. R. B. Hancock, Mr. and Mrs. A. B. Stewart, Mr. A. G. Gordon, Mr. R. Sutherland, O.B.E., and Mrs. Sutherland, Mr. and Mrs. M. K. Lo (Mrs. Lo being a sister of the bridegroom), Mr. and Mrs. R. M. Dyer, Mr. and Mrs. Allan Cameron, Mr. and Mrs. Henry Humphreys, Mr. Paul Lander, Mr. W. L. Pattenden, Mr. D. L. King, Mr. John Arnold, Professor J. Shellshorn, Mr. E. Cock, Rev. W. T. Featherstone, Mr. W. Kay, Dr. H. B. Alan, Mr. and Mrs. A. A. Alves, Mr. and Mrs. P. M. N. da Silva, Mr. and Mrs. Wong Kam-fuk, Mr. and Mrs. the Misses Choa Po-sien, Miss K. Woo, M.B.E., Mr. Li Yau-tsun, Mr. Ip Lan-chuen, Mr. Lo Cheung-shui, Mr. M. W. Lo, Mr. Horace Lo, the Misses L. and Mr. Loureiro, Mr. and Mrs. Ho Kwong, Mr. and Mrs. Ho Lu, Mr. and Mrs. Ho Leung, Mr. D. J. Lewis, Mr. and Mrs. M. P. Talati, members of the Consular Body.

## THE RECEPTION.

H.E. Proposes Health of the Couple.

Guests were received by Sir Robert Ho Tung in person at Idlewild, assisted by his brother, Mr. Ho Kom-tong, O.B.E., Lady Ho Tung and Mrs. Hung Taze-ye stood at the entrance of a specially constructed large pavilion in the grounds, to welcome the ladies.

The wedding cake was of mammoth proportions. Decorations were tasteful and highly appreciated by the guests. The band of the 2nd Batt. King's Own Scottish Borderers was in attendance.

## His Excellency's Speech.

In proposing the health of the bride and bridegroom, H. E. the Officer Administering the Government said:—

Mr. and Mrs. Hung Taze-ye, Sir Robert and Lady Ho Tung, Ladies and Gentlemen.—To me has fallen the pleasant duty of proposing the all important toast of the day, the health of the bride and bridegroom.

I cannot unfortunately claim long personal acquaintance with the happy couple and I cannot in consequence regale you with the usual tit-bits of information about their early lives. But I do know that we are here to-day to celebrate the union of two distinguished families, both well known in Hong Kong, and I would venture to urge upon the young people now entering upon the most serious period of their lives, the importance of ever remembering the debt they owe to their parents and to their country.

The bridegroom is the son and heir of one of Hong Kong's most distinguished citizens, one whom it has pleased His Majesty the King to honour; the greater the parent, the greater is the responsibility on the son to carry his father's autcheon unsullied throughout his life.

Ladies and Gentlemen, I crave your pardon for being too serious. Somehow, although a wedding is a time for joy and festivity, I find it hard, and I am sure the parents do too, to get away from the serious side of so momentous an occasion in two young lives.

But we don't want long, dull speeches at weddings, so without further waste of time I call upon you all to drink to the health, happiness, and prosperity of Mr. and Mrs. Robert Ho Tung.

## Bridegroom's Reply.

The bridegroom replied:—Your Excellency, Ladies and Gentlemen.—Bridegrooms are the least articulate of mortals, and I am probably the least articulate of bridegrooms. What usually causes this I do not know, but in my case it is my very deep sense of gratitude—gratitude particularly towards Your Excellency and Mrs. Southern for your presence on this unforgettable occasion and for your generous words, and gratitude towards you all, ladies and gentlemen, for sharing with my wife and myself the joy that is ours to-day, and for wishing us so happy a future.

From the bottom of our hearts we thank you all.

Mr. W. Kay's Speech.

Proposing the health of the bridesmaids, Mr. W. Kay said:—Your Excellency, Sir Robert, Ladies and Gentlemen.—To propose the health of the bridesmaids on this occasion is a great honour and I consider it such, yet it will surprise you to know that I am in this proud position as the victim of another man's vengeance. Let me explain. When the brilliant bridegroom was a young schoolboy he was just about the greatest chatter-

box and most mischievous imp ever known in Queen's College, and was the cause of masters suffering many sleepless nights. When he reached the Matriculation Class I discovered him in the back corner of the room trying to look as innocent and inconspicuous as he could. But I was taking no risks, and always believing in getting in the first blow, I ordered his Lordship to come and sit in the front seat beneath my nose, as I told him for three reasons—he would be nearer the board, he would be nearer me, and he would be nearer the door. Unfortunately for Bobbie I had what he considered an unfair advantage over him that year.

Year of Repression. Sir Robert was then President of Queen's College Old Boys' Association and as I was a committee member and consequently often met Sir Robert, the young lad was afraid I might tell tales out of school. He has neither forgotten nor forgiven that year of repression, and so, knowing that I care not for speech-making out of the class room, he sent me a most pathetic letter last week, asking, begging, entreating me to propose this toast. Now, as you all know, to a Scotsman like myself a begging letter is a command so I said "All right." Then I realised the subtlety of the man, for I believe that as a rule, it is the bridegroom himself who proposes the toast of the bridesmaids. So you see he not only inveigled me into this position but pulled off on me his own job of speechifying. I hope he considers this revenge ample.

Herrick's Advice. But, Ladies and Gentlemen, isn't it ridiculous for a deposed and rejected old bachelor who taught the bridegroom's elder brother to be proposing the health of these charming Juliets when there are so many handsome young Romeos here.

It was my intention to address Herrick's well known lines to the bridesmaids.

"Gather ye rosebuds while ye may  
Old time is a-flying  
And this same flower that smiles to-day  
To-morrow will be dying."

Other two verses follow showing how short-lived everything is, and then the poet finishes with this advice to girls.

"Then be not coy, but use your time,  
And while ye may, go marry,  
For hiving lost but once your prime  
You may forever tarry."

But after observing the ardent looks bestowed by the young men on the charming bridesmaids, and noting how calmly these lads allow themselves to be ordered about by these fair ones, I realise that such advice is superfluous. I expect that before long Jean and Grace, and a little later the others, will be choosing their own bridesmaids. Ladies and Gentlemen.—The Bridesmaids.

Mr. Zimmern's Reply.

Mr. George Zimmern replied as follows:—

Your Excellency, Ladies and Gentlemen.—I venture to suggest that society has made a mistake when it decided for all generations that the honour of responding to the toast of the bridesmaids should devolve on the best man. Of course from his point of view, the best man has every reason to be proud, but when a proposer of Mr. Kay's standing, testifies to the grace and beauty of the bridesmaids, with all the earnestness of a wooer and all the zeal of a public school boy, one feels somewhat disappointed if the reply did not come from the lips of the object of one's admiration (I almost say affection).

Therefore lest I should have had eggs thrown at me for being responsible for this disappointment and for daring to assume the role of the maids, I would suggest that Mr. Kay and his band of young knights should (1) couple the chivalry of a Don Quixote with the patience of Job (2) wait a little longer (3) find the bridesmaids in some convenient corner and (4) there renew the testimony of admiration (and this time I would include affection). I feel sure that such ardent and chivalrous young men would receive a response as will give delight and satisfaction.

Ladies and gentlemen, it is hardly necessary for me to tell you how much, how very much, the bridesmaids appreciate your toast. You can see that appreciation written plainly behind their smiles and blushes. Therefore little remains for me to do but to fulfil a very pleasant duty—that of conveying to you the maids' heartfelt thanks.

Your Excellency, Ladies and gentlemen, the bridesmaids thank you very much.

Cheng Ki (29), an engine driver attached to Wanchai Ferry station, was removed to the Government Civil Hospital this morning for treatment for head wounds received through falling off a fire engine when he had a fainting fit.

## "JESUS IN GENESIS."

AN ADDRESS BY MR. J. S. FLACKS.

## SCRIPTURAL RECORD.

An interesting lecture was delivered yesterday at 5.30 p.m. in the Union Church Hall, Kennedy-road, by Joseph S. Flacks, a Hebrew Christian.

Introducing the speaker, Mr. R. D. Wilson remarked that Mr. Flacks had been in Hong Kong in the year 1921 and was here again a month ago. He was known to most of those present and to those who were to hear him for the first time, prayer was offered that the subject of the address would be to their blessing and that it would be a help to all.

Opening his address, Mr. Flacks remarked that God is more desirous of giving than we are of receiving. He had read in a paper that a group of Cambridge professors intend to present to the public an abridged Bible. To this new Bible, they are retaining Genesis. Hence, we cannot, be considered narrow or out of date if we look into the contents of Genesis in our meditation.

Without the Old Testament of the Bible, the New cannot be properly understood. Metaphorically, the photograph of the New Testament is seen in the Old. The New Testament is an unfolding of the Old. Touching on the account of the Creation as given in Genesis, many theories to disprove it had been advanced and these had multiplied. His intention was not to quarrel with those who disbelieve, but simply to state what the Bible says and, on this occasion, to find the picture of Jesus in Genesis.

Having sinned, Adam was hiding 'in the midst of the tree' is what the literal Hebrew expresses. But God seeks for him. The woman which God gave was to 'stand by' (lit. Heb.) the man. She failed and stumbled him. Though responsible to God himself, Adam blamed God for the woman and she laid the cause in the Serpent. However, God made provision for man's condition. In the immediate instance He clad His creature with a covering of skins. Christ is substitutionary for man's need.

## Promise.

Promise shone through the scene and the Seed of the woman would crush the head of the serpent. This pointed to Christ. "It shall bruise thy head." He is the original where 'it' occurs. As we follow the genealogy we find mention of Abraham of whom by absolutely Divine possibility a great nation was to exist. We eventually come to Jesus as we look over the records of Scripture. Jesus Christ was the One to bruise the head of the Deceiver of the father of the human race.

Jesus is well portrayed in Abel, the second son of Adam. Abel's name in Hebrew stands for keeper, shepherd. It is the same word in Psalm 23, "My Shepherd," and it is characteristic of "He leadeh me." He restoreth mentioned in that Scripture. Again in the Gospel according to St. John "I am the good Shepherd. The good Shepherd giveth his life for the sheep." The Epistle to the Hebrews tells us that "Abel offered unto God a more excellent sacrifice than Cain . . . by it, he being dead yet speaketh." It was the fullness of the strength of the flocks and the fatlings which Abel offered. Jesus was the Sacrifice unto God expressive of this. Christ is also excellently pictured to us in Abel. In the Corinthian Epistles there is mention of Christ. "If One died for all then were all dead." Christ's death speaks for us as a substitution. God does not accommodate Himself to our fancies. He bestows His righteousness on the ground of substitution.

## An Open Mind.

With regard to Cain, the name meant a buyer, a merchant. He had rejected God and chosen the Devil having lent himself as his tool. Men are constantly insisting on having personal liberty but actually there is an invisible power behind them spurring them on. In the 53rd Chapter of Isaiah we find "We have turned everyone to his own way." This is true but there is a power outside of ourselves which has chosen the wrong way for us. The second chapter of Ephesians records that "Ye were dead; nevertheless 'Ye walked according to the course of this world according to the prince of the power of the air.'"

The speaker also observed that while strong nations had declined, God in His wisdom had preserved a feeble folk in the nation of Israel. Jacob was named Israel, meaning a prince with God. The nation were the custodians of God's works and words. Consciously or unconsciously, the Jew is a living witness to the supernatural. No one can give a proper explanation of the origin of the Jewish race excepting in God. The birth of this race was supernatural and he was

## CINEMA NOTES.

A FINE SEA DRAMA AT THE QUEEN'S.

## "CAPTAIN SALVATION."

A thrilling story of storm, shipwreck and mutiny, Frederick William Wallace's novel, "Captain Salvation," has been transferred to the screen and is offered as the main picture at the Queen's Theatre from to-day till Saturday. The picture has a large cast which includes Lars Hanson, Pauline Starke, Ernest Torrence, Marceline Day, Samme de Grasse and George Fawcett. "Captain Salvation," is a vivid story of the convict ship days, and depicts the exciting adventures of a young student who, tired of the petty quarrels of his village, forakes his calling and turns to the sea. The climax is reached in a terrific fight with the captain of the convict ship 75 feet above the deck of the vessel. "Captain Salvation" has been produced on a big scale, some of the scenes having been filmed aboard a sailing ship during an actual storm at sea.

## COMEDY AT WORLD.

Setting a new standard for such pictures, "Buck Privates," a comedy of the army of occupation, comes to the World Theatre to-day with Malcolm McGregor and Lya De Putti in the leading roles. Many entertaining situations, serious as well as humorous, take place through two members of the army falling in love with the same pretty German girl, the daughter of a German general captured by one of them just before the armistice. The local ban prohibiting fraternising helps to make things more difficult for those concerned, giving an unexpected twist to an amusing and exciting story. The picture has an excellent cast including such well known names as Zasu Pitts, Eddie Gribbon, James Marcus and Les Bates. It will be screened at the World Theatre until Saturday.

## A WIFE'S STRATAGEMS.

"Forbidden Waters" is the title of the picture to be shown at the Star Theatre from to-day to Saturday. A swiftly moving story with plenty of humour, the picture deals with the astonishing stratagems employed by a young woman to rescue the husband she has just divorced when she learns that he is about to be ensnared into marriage by a clever adventuress, Priscilla Dean is the ex-wife and the cast includes Walter McGrail, Casson Ferguson and Dan Mason. The director is Alan Hale, at one time Miss Dean's leading man.

## HYDE PARK AFFAIR.

INTERROGATION OF MISS SAVIDGE BEGUN.

## SCOTLAND YARD METHODS.

London, Yesterday.

The Savidge enquiry opened to-day at the Law Courts. Besides Miss Irene Savidge and her father and mother, Sir William Horwood, Commissioner of Police, Sir Archibald Bodkin, Director of Public Prosecutions, and Sir Leo Chiozza Money were present.

The Chairman of the Tribunal stressed the fact that it was the Tribunal's duty to confine the enquiry to the interrogation of Miss Savidge at Scotland Yard.—Reuter.

The mistress of No. 7 fish stall at the Yau-mat Market has informed the Police that a folk named Chan Yuk-chen called at her house, No. 51, Temple-street, at seven o'clock yesterday morning, to ask for \$50 to pay the stall's accounts. She alleges that he disappeared.

supernaturally sustained. When the speaker was a boy, every Jewish lad read and recited the Old Testament Scriptures and chanted the Song of Solomon every Sabbath. Jesus had said "Search the Scriptures in them ye think ye have eternal life, they testify of me." It is not sufficient to read, and recite, let us search the Scriptures. As regards the Apocryphal books, there is no evidence that they are inspired writings.

To one who considers Genesis a connection of myth and fable, unscientific and unreasonable, if he would find Jesus in Genesis as the Seed of the woman, the Shepherd in Abel and the Lamb which was offered up in sacrifice, it was worth the trouble to search the Scriptural record with an open mind and willing heart and find the Living Word in the written Word.

More lectures will be given in the Union Church Hall by Mr. Flacks and he will be speaking again this afternoon at 5.30.

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## LOCAL AND GENERAL SOCIAL AND PERSONAL.

On Tuesday the Union Club, Shanghai, held a club tiffin with Major-General Wardrop as the guest of honour.

Sir Frederick Whyte, who has been in Shanghai for the past fortnight, has left for the north on a visit to Tientsin and Peking.

The 14 h.p. Bean car in which Messrs. Birtles and Stollery are driving to Australia from England was recently on view at the premises of the Associated Auto Co., Orchard Road, Singapore.

The design for the new Mercantile Bank premises, Singapore, prepared by the firm of Messrs. Kays and Dowdeswell, has been hung in the architectural section of this year's Royal Academy.

During 24 hours last week Shanghai Municipal Police arrested 45 persons, of whom nine were identified as having been in custody before. In the number were four alleged armed burglars and two armed robbers.

Mr. S. Langkjaer, Consul-General for Denmark, left Shanghai on Home leave at the beginning of last week. Mr. C. A. C. Brun will be in charge of the Danish Consulate-General during his absence as acting Consul-General.

According to the Chinese press an agreement has been arrived at between the authorities of Canton and the Canton Tramway Company for the construction of a network of tram-lines in the city within as short a time as possible.

The fifth annual service for the Rubber Trade was held on April 23 at St. Dunstan-in-the-East, E.C., the preacher being Bishop Blidwell. Last year, when the rubber industry was booming, the service was a sort of Harvest Festival, and offerings of rubber articles were made.

The marriage of Major Richard Brougham Denny, Somerset L.I. (Retd.), late Assistant Military Attaché, Peking, and Sybil Nina, daughter of the late Mr. F. N. Evans-Freke, barrister-at-law, and of Mrs. Saunders, of 80, Philbeach Gardens, S.W., took place on April 21, at St. Paul's, Knightsbridge.

Hong Kong estate to the value of \$154,800 was left by Mr. Charles Kline, who died at the Shanghai General Hospital on or about September 13, last year. Mr. Kline, who was 76 years of age, was a widower and had resided in Shanghai for two years. He was a retired merchant.

The Rt. Hon. W. G. A. Ormsby Gore (Under Secretary of State for the Colonies), who recently returned on the "Plancius" from his visit to Java, accompanied by Mr. E. M. H. Lloyd and Mr. G. H. Cressy, left for Kuala Lumpur. He has now left Malaya for Ceylon, where he intends to spend about a week.

Dr. D. Willard Lyon, one of the seven foreign delegates from China to the Jerusalem meeting of the International Missionary Council was the special speaker at the Current Issue Class in the American School last week. He will discuss the findings of that meeting on "Christianity and Industrial Problems."

Mr. P. S. Williams, the British Adviser to the Government of Perlis, accompanied by Mrs. Williams and children, is proceeding to Europe on leave by the N.Y.K. "Hakuyaki Maru." During his period of office, says the "Pinang Gazette," Mr. Williams has won the admiration of all by his tact and judgment. His Highness the Raja of Perlis and suite paid a special visit to Penang in order to say good-bye officially.

Mak Chin-wah, a Chinese, who was charged at the Magistrate's Court, Ipoh, with attempting to steal a sum of \$90 by ripping open the coat pocket of a compatriot at the Ipoh Railway Station with a razor blade, was brought before Mr. A. E. Coope for sentence. The accused admitted a previous conviction at Penang, he having been bound over to be of good behaviour for six months or, in default, six months' hard labour. The Magistrate sentenced accused to six months' hard labour.

In connection with the announcement that the Swimming Bath Club will open its season (says the N. C. D. News to hand) it is of interest to note that the bathing season at Kiangwan has also commenced. Large numbers of unemployed fore-caddies now make use of the pond at the 12th hole on the golf course in spite of the fact that the water there is very much lower than usual. In fact, it looks as if bathing will have to cease there altogether unless some much needed rain occurs to fill up the creeks.

Martial law is still being enforced in Chinese territory at Shanghai.

The 18th anniversary of the Union of South Africa was celebrated last week.

On the anniversary of the May 30 incident, only 1,500 persons attended six Shanghai memorial meetings.

One of the most novel pamphlets found in recent days in Shanghai must be inspirational to certain persons, reading:—"We, the labourers, are willing to die in Tokyo, Japan."



Herman Thomas, well known Socialist and labor leader in the United States, who has been chosen by the Socialists of the United States as their candidate for President of the United States.

Shanghai Council's award, in the competition for the municipal seal has been made, the successful competitor being Mr. R. Hall ("Unita"). An announcement with reference to the flag competition will be made at a later date.

The Raja Kechil Sulong of Perak issued invitations for the "blessing ceremony" on the occasion of the marriage of his daughter, Raja Norul Azlab, with Tengku Amirudin, son of His Highness the Sultan of Deli, which was fixed for June 6.



F. Handly Page, famous English airplane designer and builder of the famous Handly Page bombing planes used so successfully in the World War, photographed at the White House in Washington, D. C. after he had paid his respects to President Coolidge.

Dr. Murray, President of Shanghai St. Andrew's Society, was the guest at lunch, following the usual monthly committee meeting last week of the St. George's Society. Members of the Committee who are shortly leaving Shanghai on leave are Captain A. W. Dixon, Mr. P. H. Nye, and Mr. E. S. Wilkinson, to all of whom the Committee bade farewell, wishing them a smooth voyage and a pleasant holiday.

The Singapore Municipal health statement, for the week ending May 19, gives the total number of deaths as male 187, female 91. This represents a death rate of 30.32 per mille per annum compared with 29.02 in the preceding week and 33.01 in the corresponding week last year. The chief causes of mortality were:—Beriberi 19, phthisis 27, malaria 29, pneumonia 34, convulsions 23, and dysentery 0. Among the nationalities death occurred as follows: European 0, Eurasians 0, Chinese 188, Malays 19, Indians 19, other 1. Thirteen died who had been less than three months' resident in Singapore. Deducting these the death rate was 28.76 per 1,000. The infantile rate was 242.8 mille per annum compared with 176.6 in the preceding week and with 253.8 in the corresponding week last year.

The Sai Chiu Trading Co. has opened at 48, Queen's-road Central, under the management of Mr. Lam Shu-tong.

We understand that there are a number of cases of typhoid fever at present in Malacca, with two deaths, says the "Malacca Guardian."

Two Russians, according to the Russian press, have been arrested in Australia and are being charged with counterfeiting Australian currency.

Messrs. Lammert Bros. are auctioneering at their Sales Room, Duddell-street, a valuable collection of curios on Tuesday next at 2.30 p.m. Details in advertising columns.

When Band performances are given at Waterloo-street bandstand, Singapore, no traffic is permitted in the street and cars must park on the side furthest from the stand.

Mr. Frank S. Williams, Registrar of the China Trade Act and American Trade Commissioner in charge of the Shanghai office of the United States Department of Commerce, has returned from a three weeks trip to Tientsin and Peking.

A police watchman and a foreman were sentenced in the Shanghai Provisional Court to six years and four months and six years' imprisonment, respectively, on charges of possession of firearms and the commission of armed robberies. The watchman had four pistols and 199 rounds of ammunition when searched.

The wedding is to take place of Miss R. Joffe, daughter of Mr. L. Joffe of Kimberley, South Africa, and Mr. G. H. Enderby, son of Mr. G. H. Enderby, of Hull, England. The bride is employed in the health department of the S.M.C., and the bridegroom in the sales department of the British American Tobacco Co.

Among those who left Shanghai during last week-end were Mr. Zacharius, of the Eastern Equitable Bank, who is proceeding to New York, and Mrs. Zacharius. They travelled on the "President - Lincoln." Aboard the same steamer was Mr. O. D. Martinez, port superintendent of the Dollar Co., who, accompanied by his mother, is going Home on leave.

The Rev. Henry T. Ford of the China Inland Mission has resumed duty at Taikong, Honan, after being Home on leave. Everything there was peaceful and free from military interference at the time of his arrival, and he was cordially welcomed back to his station, the people there taking this as an earnest of more peaceful times. The prospects of a good wheat harvest were excellent.

The following have been elected officers of the Governing Board of the Community Church, Shanghai, for the coming year:—Dr. J. C. McCracken, chairman; Mr. R. P. Roberts, Vice-chairman; Mr. C. C. Foulk, treasurer; Mr. C. W. Pettitt, secretary; Mr. Ernest M. Hayes, financial secretary. Committee chairmen were also appointed at the meeting of the Governing Board at the Navy "Y."

T. Saridis, a Greek, who is being charged with armed highway robbery—it is alleged that he and Elly Wilder robbed a Nationalist official while in a motor car on their way to Woosung—appeared on remand in the Provisional Court, Shanghai. The case was further remanded to permit of a letter being sent to the Swiss Consulate-General asking for the appearance of Wilder, who is being tried in the Swiss Consular Court.

Comrade Borodin, the notorious former political adviser to the Kuomintang government, is not popular among the Mongolians and there is a possibility that he will no longer be able to remain in the country, according to information from Chinese sources published in the "North China Standard." After his return to Russia from central China, Borodin was appointed by the Moscow Government to go to Outer Mongolia to take charge of propaganda work there. He first arrived at Urga, where he succeeded in conferring with some prominent Mongolians, and obtaining a diplomatic post in the government. However, he is said to have been unable to stay long in office, owing to strong opposition against him by the people. Recently, the Soviet official attempted to leave for another district, called Huananpuze, with the object of investigating the conditions of the people and spreading Bolshevik propaganda. Again he failed, for, as soon as the people in that area heard of the coming of Borodin, they raised strong opposition and staged a boycott movement.

## SALE OF Jewellery, Watches, Fancy Goods, etc. at a SACRIFICE

We are removing from our present premises (opposite main entrance of the Hong Kong Hotel) and have to sell the entire stock.

No reasonable offer refused

Sale commences on 1st. June, 1928.

**SENNET FRERES,**  
China Building,  
Pedder Street.

## A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL"  
ILLUSTRATED.

CHINA NEWS, LOCAL NEWS  
AND ALL THE NEWS

SEND IT HOME!

Anxiety extending over a long period has been partially set at rest by the manner in which the way is being paved to the Nationalist occupation of Peking.

Before the Southerners reach the historic city gates, Commander J. M. Kenworthy pops a question in Parliament as to what Britain will do. One of His Majesty's Ministers replies that as soon as certain information is known, Britain will act. What the Home Government is going to do will be a matter for conjecture. But everybody at Home will be wanting to know the circumstances which lead up to the Government's decision.

THAT INFORMATION AND MUCH ELSE IS SUPPLIED IN THE "OVERLAND CHINA MAIL."

One feature of the "Overland" is that it will be copiously illustrated with pictures of Things and Events Chinese—pictures which will be appreciated by friends away from China.

The story of the sensational bomb attack at Mukden, causing the death and wounding of Generals and others, is also related skilfully.

The local list of Birthday Honours, the article on how Hong Kong observed King's Birthday and others are among the host of good things in this week's number.

Remember the "Overland China Mail"—the only weekly resume of local and China events in Hong Kong which is illustrated.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. "Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

Mails close as follows:—

Via Suez at 10.30 a.m. on Saturday.

Via Siberia at 6 p.m. on Friday.

SINGLE COPY ..... 25 Cents.

Sold on the streets and at the bookstalls or you can send your subscription to the office—H.K. \$12 per annum, or \$15 including postage abroad, half-yearly, quarterly, or specific periods pro rata.

No. 3A, WYNDHAM STREET—PHONE C.22.

"THE OVERLAND CHINA MAIL"

TRADE MARK

**NAM WAH**  
BRAND.  
NEW SEASON GINGER.  
Well Preserved.

Produced and Bottled by  
Nam Wah Food & Drink Co., Ltd.  
No. 3A, Wyndham Street, Hong Kong.

# Sport Columns

## LOCAL TENNIS.

### H.K.C.C. DEFEAT THE CRAIGENGOWER.

#### DIVISION "A" MATCH.

In Division "A" of the Tennis League competition the H.K.C.C. yesterday defeated the Craigen-gower C.C. by 62 games to 37.

Scores:—  
H. D. Rumjahn and S. A. Hamid (C.C.C.)—  
beat E. D. Lawrence and Rev. Alexander 7-4  
lost to Lieut. Hale and McEachran 5-6  
lost to A. D. Humphreys and G. W. Sewell 1-10

Dr. S. A. M. Sepher and J. W. Leonard (C.C.C.)—  
lost to E. D. Lawrence and Rev. Alexander 4-7  
lost to Lieut. Hale and McEachran 4-7  
beat A. D. Humphreys and G. W. Sewell 6-5

J. Cassambhoy and O. Ismail (C.C.C.)—  
beat E. D. Lawrence and Rev. Alexander 7-4  
lost to Lieut. Hale and McEachran 2-9  
lost to A. D. Humphreys and G. W. Sewell 1-10  
(Total: Craigen-gower 37, H.K.C.C. 62).

#### LEAGUE TABLE.

"A" Division.	P.	W.	L.	Pts.
Chinese R.C.	2	2	0	2
Hong Kong C.C.	2	2	0	2
M.B.K.	2	1	1	1
University	2	1	1	1
Craigengower C.C.	3	1	2	1
Indian R.C.	1	0	1	0
Kowloon C.C.	2	0	2	0

#### Y.M.C.A. TEAM.

The following will represent the Y.M.C.A. in their league match against the K.C.C. to-day: Capt. Fogg, C. Pile, A. Trambitzky, E. N. Ponsford, T. P. Sanderson and J. C. Faers (Capt.).

## GENE TUNNEY.

### MAY ASTONISH THE WORLD.

It has been suggested that Gene Tunney will soon defend his crown, in a defensive attitude. But it doesn't look as if Gene will need his defensive attitude or his sprinting ability this summer. The eliminations haven't brought out any fighter who can put Gene on the defensive.

Gene resents the public tendency to rate his defensive cleverness far above the more reckless fighting of some of the earlier champions. He doesn't like the idea that he can't be a drawing card like Fitzsimmons, Jeffries, or Dempsey, because the public admires the punch and is bored by the slap and the sidestep.

Gene is a good business man and he wants to be the real drawing card at some record gate affair, or perhaps two or three of them in the coming two or three years.

So it wouldn't surprise me to see Tunney, in July, step right out and slug somebody. It may be uncouth and not according to Shakespeare or Tennyson, but it will please the crowd. Even knocked over a "paluka" will be something. And, with nothing on his mind but putting his own punch over, Tunney may show that he packs a K.O. I have a notion it will please Tunney to do this. He's big enough, fast enough, and strong enough to have a punch.

#### Tunney Not Afraid.

Tunney isn't afraid to fight anybody. He doesn't insist on picking "something easy." He gave Dempsey a return match when he could have made Rickard save Sharkey for him without letting Sharkey fight Dempsey.

Of course, as a business man, Gene knew he'd get a small purse with Sharkey and a big one with Dempsey. But Tunney has plenty of self-confidence and doesn't figure much risk of defeat by anyone. He believed he could play safe with Dempsey and win on points. Probably he'll believe he can knock out Heene in July. And so the chances are this time we'll see a different Tunney. It will be strange to see Gene play the roaring lion in the ring, charging headlong out of his corner and letting go mighty wallops for a quick knockout. But it's quite possible that's exactly what he'll do.

Tex Rickard has been telling Gene for two years that Dempsey drew the big money at their gates, which has been very annoying to Gene. So this July Gene will probably pull something new. Everybody knows the boy has brains.

The Illinois Boxing Board, investigating Dave Shade's fight with a "paluka" named Fontaine, held up Shade's end of the purse on the charge that he had made an "unsatisfactory showing" and must explain his actions. According to accounts of the contest Shade took every one of the ten rounds outboxing Fontaine so far that Fontaine "didn't land half a dozen punches."

The Illinois boxing moguls were of the opinion that Shade "could have finished his opponent" and put Shade on the carpet to explain just why he didn't do it. Fortunately for Shade, he was able to show that in his last eighty-eight fights he has slipped over only two knockout punches, so the commission let him have his money.

Illinois Ignorance. To a mere ringsider it seems Illinois boxing commissioners habitually show an amazing ignorance of their own laws. At least they have shown such ignorance in two prominent instances. In this case, Shade outboxed his man through every round, making sure of the decision even in Chicago. What would be more "satisfactory" than that?

There is no boxing law in Illinois or any other state demanding a knockout as the required ending of any boxing match. The laws provide two judges and a referee to give a decision, and the landing of a knockout blow is merely one of the ways in which a contest can be won.

The other prominent instance mentioned above was in the Tunney-Dempsey bout, when Tunney was down and the referee sent Jack to a distant corner and then returned to the official timekeeper, who had counted "five" over Tunney, and deliberately started a new count instead of "picking up the count" of the timekeeper as provided in the rules.

This robbed Dempsey of a knockout and the championship, but the referee's blunder—if it was a blunder—was officially explained away by the statement that he was really following the rules in starting the count over. Showing that the commissioners didn't know their own rules, which provided for stopping the count only if the opponent left his farthest corner after being sent there. Nobody even claimed that Dempsey did that.

## HOME CRICKET.

### IRELAND DEFEATS WEST INDIES.

London, Yesterday. Ireland defeated the West Indies by 60 runs. Ireland 173 and 320 (McVeagh 102 not out). West Indies 142 and 291.—Reuters.

## CAPTAIN'S CUP.

### GOLF TEST AT FANLING.

In the Captain's Cup competition at Fanling on June 2 and 3 A. E. Lissman, 80—73 wins. Other scores were:—F. M. Ellis 93—18=75 and S. T. Butler 88—11=77. There were 19 entries.

## STANDARD TIME.

### SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during June, 1928, standard time for the 120th meridian, East of Greenwich, is as follows:—

	Sunrise.	Sunset.
7	5.38	7.06
8	5.38	7.06
9	5.38	7.07
10	5.38	7.07
11	5.38	7.07
12	5.38	7.07
13	5.38	7.08
14	5.38	7.08
15	5.38	7.08
16	5.38	7.09
17	5.38	7.09
18	5.39	7.09
19	5.39	7.09
20	5.39	7.10
21	5.39	7.10
22	5.39	7.10
23	5.40	7.10
24	5.40	7.11
25	5.40	7.11
26	5.40	7.11
27	5.41	7.11
28	5.41	7.11
29	5.41	7.11
30	5.42	7.11

## SIR L. MONEY.

### CHARGES AGAINST HIM AND MISS SAVIDGE DISMISSED. POLICE TO PAY.

Marlborough-street Police Court was crowded on May 20 when Sir Leo Chiozza Money, aged 57, of Bishops-avenue, East Finchley, whose occupation was not stated, and Irene Savidge, aged 22, giving an address at Falkland-avenue, New Southgate, again appeared before Mr. Cancellor.

It was alleged that they were concerned together on April 23 in behaving in a manner contrary to Hyde Park regulations. Both pleaded not guilty.

Man With Umbrella. Mr. Eustace Fulton prosecuted, and Sir Henry Curtis-Bennett and Mr. Walter Frampton defended.

Police Sergeant Thompson, who was immediately called, said that about 10.5 p.m. on April 23, he was on duty at Hyde Park station, when P. C. Badger, and P. C. McLean brought Sir Leo and Miss Savidge to the station.

Mr. Fulton—Did either of the defendants say anything while the police officers were speaking to you?—The male defendant said, "How can I get that man who came with my umbrella?"

He then read the charge over to the two defendants and they made no reply. After the police officers had stated what had happened, the witness sent P. C. McLean out to try to find the man with the umbrella.

The witness stated that Sir Leo said: "I want to telephone to my friend the Home Secretary."

Mr. Fulton—And did you give him the opportunity to go to the telephone?—Yes.

The witness added that both defendants were admitted to bail at 10.40 p.m., and left the police station at 10.55 p.m.

During the course of Badger giving his account to you, did not he make a mistake as to the position in which he said they were sitting?—The defendant did correct him.

Sir Henry (cross-examining)—Do try to remember all the defendant said. And Badger accepted the correction?—Yes.

Later on, when McLean began to give his account, did the defendant not say, "What do you know about it? You were only called up afterwards"?—No, sir.

When the charge had been made, did Sir Leo say to you, "Do you proceed with the charge after hearing my denial and on such evidence, and after seeing for yourself that the lady is obviously respectable"?—No.

The Magistrate: Are you quite sure that nothing of that sort was said?—I am quite certain.

Very Agitated. Mr. Cancellor asked whether Sir Leo's attitude while he was in the sergeant's presence at the station was that he was an innocent man wrongly charged and whether he gave the sergeant that impression.

The Sergeant replied: "No, sir, he was very agitated."

Mr. Cancellor: You understand what I mean. Was he not protesting against having been charged?—I thought so by his demeanour.

Sir Henry Curtis-Bennett said that, before he called witnesses, he would address Mr. Cancellor shortly upon the facts of the case.

"I say at once that this young lady of 22 years is a lady of the highest possible character. She lives at home with her father and mother, and for over four and a half years she has been in one employment. She is engaged to be married."

As it was thought right that no possible evidence should be left out, she had been medically examined. Sir Henry told the magistrate the result of this examination.

"What is the evidence against the defendants?" asked Sir Henry. "It is of two officers in plain clothes on duty in Hyde Park."

"The suggestion is that the two police officers came up to them in a place where they would be in full view, and saw what these officers told you they saw. That in itself makes the story an impossible one, because if people are behaving in the way suggested they do not blindfold their eyes."

A Police Obligation. Sir Henry Curtis-Bennett said that everybody who had anything to do with the administration of the law of this country knew perfectly well that it was of the highest importance in charges of this sort to get, if it were possible, corroboration.

"It must have been obvious to both police officers that the man who brought to them Sir Leo's umbrella must have been within a distance from which he could see something of what had happened."

"No attempt," said Sir Henry, "was made by the police to get that very important witness, but I think you will be convinced that very shortly after the man brought the umbrella Sir Leo realized that he might be a very important witness."

## TEASERS.

### Answers to To-day's Questions.

1. The Greek city of Corinth, famous from ancient times, has recently been destroyed by an earthquake.

2. The cost of sending an ordinary registered letter is 4½d.—1½d. postage and 3d. registration fee.

3. Bolshevism is a term coined from two Russian words meaning "greater majority."

4. Kyles of Bute is the name given to a narrow curved channel separating the island of Bute from the mainland of Argyllshire, Scotland.

5. Seventeen-cruities put a first-class cricket team in the field.

6. Robert Louis Stevenson, the famous English author, lived for some years and died in Samoa, an island in the Southern Pacific Ocean.

Sir Henry added that it was not surprising that Sir Leo should have started to struggle when permission was refused for him to get the name and address of the man who had got the umbrella. It was, he said, consistent with innocence that it was Sir Leo who wanted that man's name and address from the beginning.

Sir Leo's Evidence. After Dr. Thomas North had given evidence as to examining Miss Savidge, Sir Leo Money entered the witness-box. He gave his full name as Sir Leo Chiozza Money, residing at Oriol House, Bishops-avenue, East Finchley.

He had formerly been a member of Parliament for twelve years, and had held different positions, including a post in the War Government.

He was 57 years of age and married, and had one daughter.

"I have known Miss Savidge about six months," Sir Leo said. "I was introduced to her by a mutual friend of ours, Miss Egan. Since then I have met Miss Savidge alone and with our friend about eight times."

Sir Leo said he understood from Miss Savidge that she had a fiancé, and he had discussed with her how soon she was to be married and the question of finance. Her parents, he said, knew of their friendship.

He then told how on April 23 they dined together and then went for a walk in Hyde Park.

He and Miss Savidge had been sitting there for about ten or fifteen minutes before the police arrived. The first he knew of the arrival of the police was when a burly man came from the rear at a distance of about two and a half yards and moved towards him.

Sir Henry—Was there a second man there at the beginning?—No.

The man whom he recognized as Police Constable McLean, he added, appeared later.

Sir Leo then described how a man brought him his umbrella, which he had left on a seat.

Sir Henry—How soon after the man with the umbrella had disappeared did you say anything about him to the police?—Immediately he had gone. I asked one of the constables if he would go back with me to find this man, because he might be a material witness. The only reply was "Come on, don't give us trouble."

Case Stopped. Sir Leo then left the witness box, and Miss Savidge was crossing the Court, to take his place when Mr. Cancellor interposed. He said: "After hearing the case so far, and the positive denial Sir Leo has given, I have heard enough, and have come to the conclusion that both defendants are not guilty. I therefore dismiss the charge against them, and they will be discharged. In the circumstances I don't think anything will be gained by exposing this lady to the ordeal of the witness box."

"In cases of this sort, although the police cannot usually get corroborative evidence, they ought to take every possible opportunity to do so. In this case, in my opinion, there was an opportunity, and that opportunity ought to have been grasped."

"Secondly, I would say that there are cases of this sort which are brought to Hyde Park Police Station and other police stations in which defendants assert their innocence most positively when giving their names and addresses. I cannot help thinking that police officers in charge of the stations should send their reports forthwith to headquarters to be considered in order that the Commissioner may, if he thinks fit, proceed by summons, instead of people being charged straight away and



ALWAYS COOLING in the HOT-WEATHER.

## ELBSCHLOSS EAGLE BRAND BEER

Playing Cards, Cigar and Cigarette Ash Trays will be given free to purchasers of Quart bottles of Elbschloss Beer.

Sole Agents for Hong Kong.

### WING ON CO., LTD.

## BRONZE AGE CITY. "FLYING SCOTSMAN."

ROCK DWELLINGS OF VAST EXTENT UNEARTHED. PROF. CALZONI'S WORK. WONDERFUL FEAT ON BRITISH RAILWAY. LONDON-EDINBURGH.

The first International Etruscan Congress was inaugurated on April 27 in Florence, at Palazzo Vecchio, nearly 600 delegates, representing thirty nations, being present.

The chief interest of the Congress centres on Professor Calzoni's address on the Etruscan language, to which he is said to have discovered the key, and on the address of Professor Umberto Calzoni, Director of the Archaeological Museum of Perugia, who will describe his recent interesting discovery of a prehistoric rock city on the lower slopes of Monte Cetona, about six miles south of Chiusi, a correspondent writes from Florence to the "Observer."

In a conversation I had with Professor Calzoni, he was good enough to tell me something of the nature and archaeological value of his discovery, which was made only three months ago, and was made public for the first time at the Congress. The rock dwelling excavated are of vast extent, and traces of a fortress on a height above are clearly visible. They belong to the Bronze Age, that is, they date from 2,000 to 2,500 B.C., and are of special interest, as being the first traces that have yet been discovered in central Italy of a civilization directly preceding that of the first Iron Age, which coincides with the Villanovan or first Etruscan period.

Bare of All Decoration. The rock chambers are bare of all decoration. They have ledges for couches, and smaller ledges, evidently for shelves. A very large quantity of fragmentary pottery has been found, decorated with spirals, dots, and meanders in an oriental style, resembling that of the Mycenaean civilization. A curious thing is that these decorations are scratched on the clay not only with implements, but with the fingers and finger-nails.

A few bronze implements have come to light, including fibulas, axes, and a razor, also a great many bones of animals, the remains of meals. So far few tombs or human skeletons have been found, but Monte Cetona has undoubtedly not yet yielded up all its secrets.

Professor Calzoni is of opinion that this remarkable discovery may tend to confirm the theory of those who hold that the Etruscan civilization was of indigenous growth, rather than a foreign importation, and it is noteworthy that this city of the Bronze Age has been discovered close to Chiusi, one of the oldest and most important Etruscan sites.

A public ricksha coolie was sentenced to three months' imprisonment, appeared at the Kowloon Magistracy this morning for stealing money from Leading A. B. William. Millar, of the H.M.S. "Tamar" in Temple-street.

taken to the Police Court next morning. "If that had been done in this case I think that the case would never have been brought, and a great deal of pain would have been spared the defendants. They are discharged."

Sir Henry asked for costs, and the Magistrate awarded ten guineas against the police.—Morning Post.

Thirty thousand Scouts from 42 countries are expected to attend the Boy Scout movement's coming-of-age jamboree at Arrowe Park, Birkenhead, during the first fortnight of August, 1929.

There will be ten sub-camps and the Scouts from each country will be allotted an area and will cook their own food in their own way, but there will be camp-fire meetings at night. There will also be an open-air theatre and folk dancing. Speaking at a meeting at Liverpool Town Hall last month, Sir Robert Baden-Powell, the Chief Scout, said, "Denmark was going to send 2,000 boys to the jamboree, and other nations would be represented in proportion."

## CAMP FOR 30,000.

### 42 COUNTRIES TO ATTEND SCOUTS' JAMBOREE.

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Visits of Scouts to factories would, he said, be a feature of the jamboree, one object of which was to educate the public many of whom thought that the movement was a military one. "I can remember nothing that has taken such a hold on the spirit of this country," said Lord Derby, who presided over the meeting. "The spirit which animates the movement, however, is not peculiar to this country, but is of an international character."

## MONEY & SHARES.

### TO-DAY'S QUOTATIONS.

Bank wire	2/- 3/4
Bank on demand	2/- 7/16
Bank 30 days' sight	2/- 7/16
Bank 4 months' sight	2/- 7/16
Credits, 4 months' sight	2/1 1/2
Documentary 4 months' sight	2/1 1/2
On Berlin	132 1/2
On demand	132 1/2
On New York	40 1/2
On demand	40 1/2
Credits, 60 days' sight	51 1/2
On Bombay	133 1/2
Wire	135 1/2
On demand	135 1/2
On Calcutta	135 1/2
Wire	135 1/2
On demand	88
On Manila	99 1/2
On demand	75
30 day's sight (private paper)	105 1/2
On Yokohama	9.50
Gold Leaf, 100 fine (per tael)	27 13/16
Sovereigns (Bank's buying rate)	9.50
Silver (per oz.)	27 13/16
Bong Silver in Hong Kong	5% prem.
Chinese Copper Cash	6% prem.
Chinese Copper Cents	7% p.a.
Rate of Native Interest	32 1/2% dis.
Chinese Sub. Coin	32 1/2% dis.
Hong Kong Sub. Coin	Par.

### THE SHARE MARKET.

Stock	Hong Kong. Stock Exchange.
T.T. on London	2 1/2 -
T.T. on Shanghai	75
Banks.	
Hongkong Bank	\$1237 n
do. Long Reg.	1313 n
Chartered Bank	\$2314 n
Mercantile A. & B.	235 n
do. C.	\$1414 n
P. & O. Bank	234 n
Bank of East Asia	\$75 n
Insurance.	
Canton Insurance	\$620 n
Union Insurance	\$520 1/4 b
North China Insurance	T140 b
Yankee Insurance	350 n
China Underwriters	\$32 1/2 b & s
China Fire Insurance	\$230 b
H.K. Fire Insurance	\$740 s
Shipping.	
Douglas	\$37 b
H.K. Steamboats	\$234 b
H.K. Tugs & Lighters	\$234 b
Indo-China (Prod.)	\$237 b
do. (Def.)	\$260 b
Shall Transports	\$67 1/3 b
Water-boats	\$19 1/2 b 20 1/2
Mining.	
Rengost	\$14 n
Kailan Mines	\$57 -
Langkats (Combined)	T12 20 n
do. (Single)	T5 50 n
Shanghai Explorations	T2 80 n
Shanghai Loans	T3 4 n
Raubs	\$4 n
Tromoh Mines	17 1/2 n
Docks, Wharves, Godowns, &c.	
H.K. & K. Wharves	\$180 1/2 n
H.K. & W. Docks	\$40 1/2 b
China Providents	\$5 60 s
Hongkong	T165 b
New Engineering	T75 n
Shanghai Docks	T100 -
Cotton Mills.	
Fwo Cottons	T8 60 b
Oriental Cottons	T2 20 n
Shai Cottons (Old)	\$5 1/4 n
do. (New)	T27 1/2 n
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	\$3 1/2 b
Hongkong Lands	\$64 1/2 b 85 s
	[64 1/2 / 65 s]
Shanghai Lands	T87 s
Humphreys Estates	\$14 1/2 n
Hongkong Realities	\$8 1/2 b 8 1/2 s
H.K. Territorials	75 -
Prince's Buildings	-
Public Utilities.	
H.K. Tramways	\$25 1/4 b
[25 1/4 / 35 s]	
Peak Trams (old)	\$19 1/2 b
do. (new)	\$3 n
Star Ferries	\$34 1/2 n
China Lights (comb.)	
do. (old)	\$11 85 s
do. (new)	\$11 70 b 11 85 s
H.K. Electric	\$11 80 b
Macro Electric	\$70 1/2 n
H.K. Telephones	\$6 10 n
China Buses	\$9 b
Singapore Traction	9 / 9 b
Industrials.	
China Sugar	\$3 10 b
Macabon Sugars	\$24 1/2 b
Canton Ice	\$4 b
Cement (comb.)	\$10 25 b
do. (old)	\$9 n
do. (new)	\$1 60 b
H.K. Buses (old)	\$7 s
do. (new)	\$1 90 s
United Asbestos	\$10 n
Stores, &c.	
Dairy Farms	\$21 1/4 b
Watsons	\$14 sa
Der A	\$20 n
Law Crawfords	\$3 1/2 n
MacIntosh	\$20 n
Sincere	\$3 1/2 n
Wm. Poyelle	\$3 n
Miscellaneous.	
H.K. Construction	\$23 b
H.K. Construction	\$14 n
B. Ind. G. Bonds	\$4 1/2 1/2 n
H. K. Govt. Loans	5 1/2 Prem. n

# Of INTEREST TO MOTORISTS

## B.S.A.

**POWER with SILENCE  
SPEED with SAFETY**

In the Stock Machine Trial for standard machines selected from stock by A.C.U. officials B.S.A.'s won

**4 GOLD MEDALS and  
TEAM PRIZE**

**DUNLOP TROPHY**

Premier Award in the M.C. and A.C. Dunlop Trophy Trial won on B.S.A. 4.93 h.p. O.H.V. (W. Johnson)  
Also won on B.S.A. in 1926.

B.S.A.'s won the  
**COLMORE  
CUP**

2 years out of 3—in  
1926 and 1928

In the Paris-Nice Trial B.S.A.'s won  
**TEAM PRIZE**

for 5th year in succession and  
**3 GOLD MEDALS.**

In the recent A.A. Silence Test, every one of the 15 models in the B.S.A. range (including 2 O.H.V. specially tuned models) was tested by A.A. engineers and awarded the A.A. Silencing Efficiency Certificate.

Write for Catalogue.

**THE SINCERE CO., LTD.**  
Sole Agents.

### NEW LIGHT SIX.

**LOWEST PRICED CAR IN THIS  
FIELD.**

**SETS NEW STANDARDS.**

The Willys-Overland Company of Toledo, Ohio, (U.S.A.), have just made announcement which may prove to be as significant in its influence on the market for light, six cylinder cars as was the dramatic price development in the light four-cylinder field earlier in the current year. They have announced a new car, the "Whippet Six," at a price range which makes it the lowest priced six cylinder car ever offered. At the announced prices, the Whippet Six Coach is \$50 below the nearest six-cylinder car now on the market.

This new car, unlike any other six within \$150 of its price, is equipped with a 7-bearing crankshaft, setting a new trend among light six-cylinder cars. Other important mechanical features include full pressure oiling system, extra long connecting rods, invar-strut pistons, silent timing chain, and a single piece, pressed steel, banjo-type rear axle.

Mr. John N. Willys, President of the company, states that the Whippet Six has been in preparation for the past year and that it has undergone the most exhaustive tests ever made on any new model put out by Willys-Overland. "For months we have had 150 experimental Whippet Sixes, in operation in all parts of the United States," said Mr. Willys, "subjecting them to every known severe test in a determined effort to make this car mechanically perfect before we offered it to the buying public."

"After the Whippet Six had been declared mechanically correct, we put it through a gruelling 24-hour run on the Indianapolis Speedway, where it set a new record for cars under \$1,000. The Whippet Six travelled 1,357 1/2 miles in 1,440 minutes, including stops, averaging 56.52 miles an hour. It has shown outstanding ability to climb steep grades in high gear. During a special 50-mile run, it averaged 63 miles an hour. In second gear, it averaged 35.73 miles an hour for 150 miles.

"Each of these tests was officially observed by the Hoosier Motor Club of Indianapolis, a branch of the American Automobile Association."

The wheelbase of this new car is 110 inches, and full balloon tyres are standard equipment on all models.

Equipment includes automobile windshield wiper on enclosed models, rear view mirror, dome light in the sedan and coach, combination stop light and tail light, fuel tank at rear with vacuum feed, motor driven horn, front snubbers, 80-mile speedometer, and the usual instrument board indicators.

There are 86 1/4 inches of springs on either side of the car, the springs being semi-elliptic in type, with seven leaves. Tryon spring shackles are used, these shackles being self lubricating and self-adjusting.

Braking equipment utilizes the mechanical type of four-wheel brakes, with 220 square inches of braking surface. The service brake operates on all four wheels, while the hand brake operates on the rear wheels.

Bodies for the new Whippet Six will be built in a new unit of the Willys-Overland factory, which will permit marked saving in body costs. The new car is low in design, with the hood long and narrow, emphasising the length of the car. Enclosed bodies are fitted with cadet type sun visor. Remote door controls are used, in accordance with the modern note in body design, and the dash construction is extended under the hood to furnish extra leg room for the occupants of the front seat.

In the design of the power plant and construction of the chassis, Mr. Willys says that they have endeavoured to incorporate all the

features usually associated only with the higher priced cars. The motor has a bore 3 1/4 inches and a stroke of 3 3/4 and develops 43 horsepower. The use of aluminium alloy pistons with an invar steel strut prevents piston distortion and gives greater power, efficiency and smoothness. The use of long connecting rods, 9 1/2 inches, adds to the smoothness of operation by greatly reducing side thrust at high motor speeds.

An outstanding mechanical feature of the Whippet Six is the employment of a 7-bearing crankshaft, marking the establishment of a new standard quality among low priced sixes. Mr. Willys declares that the use of 7-bearing crankshaft in every type of six-cylinder car will probably become general within the next two years.

The diameter of the Whippet Six crankshaft is 2 1/4 inches and the bearings are full bond, bronze backed babbit. The centre bearing acts as the thrust bearing. The crankshaft is drilled to furnish direct oil leads to the main and connecting rod bearings. There are also direct leads to the camshaft bearings and to the silent timing chain bearings.

The camshaft, too, is unusually large in diameter. It has four bearings and is driven by a silent chain, which is an advanced feature of construction, adding to the quiet operation of the power plant.

The lubrication system is full pressure type, regulated to prevent over-lubrication at high speeds. The oil pump is driven by a spiral gear on the camshaft. The spark is retarded for starting by means of a control located on the instrument board. After the motor has started this control is pushed back and control of the spark is automatic accomplished by a centrifugal governor located in the distributor.

A single plate, dry disc clutch is used, the clutch housing and transmission case being integral. Transmission is of the conventional type, with three forward speeds and one reverse.

The drive shaft is a seamless steel tube, designed to eliminate whipping. There are two universal joints in the drive line. The oversize rear axle is semi-floating in construction, with one-piece banjo-type housing of pressed steel. Timken bearings are used in the differential. The drive is through the springs, utilising the accepted Hotchkiss principle of final drive transmission.

The steering gear is worm and gear type, with steering knuckles carried on Timken thrust bearings and vertical bronze bushings. The steering mechanism is especially designed for use with four-wheel brakes and balloon tyres. The steering post is adjustable, being easily secured in any of three desired positions to suit the driver's comfort.

Artillery type wheels are used, with wood spokes and felloes. The tyres are 28 x 4.75 inches, full balloon type.

High quality is shown in all material specifications, the use of Timken bearings, molybdenum steel in the drive shaft, chrome vanadium steel in all springs and invar-strut pistons, being indicative of the careful attention given this phase of the work.

With the prices on the Whippet Six lower than for any other six, and with the Whippet Four presenting one model at a lower price than that offered on any other car of its type, Willys-Overland steps into a price leadership in the two mass volume groups of cars, with distinctive models characterised by quality and beauty.

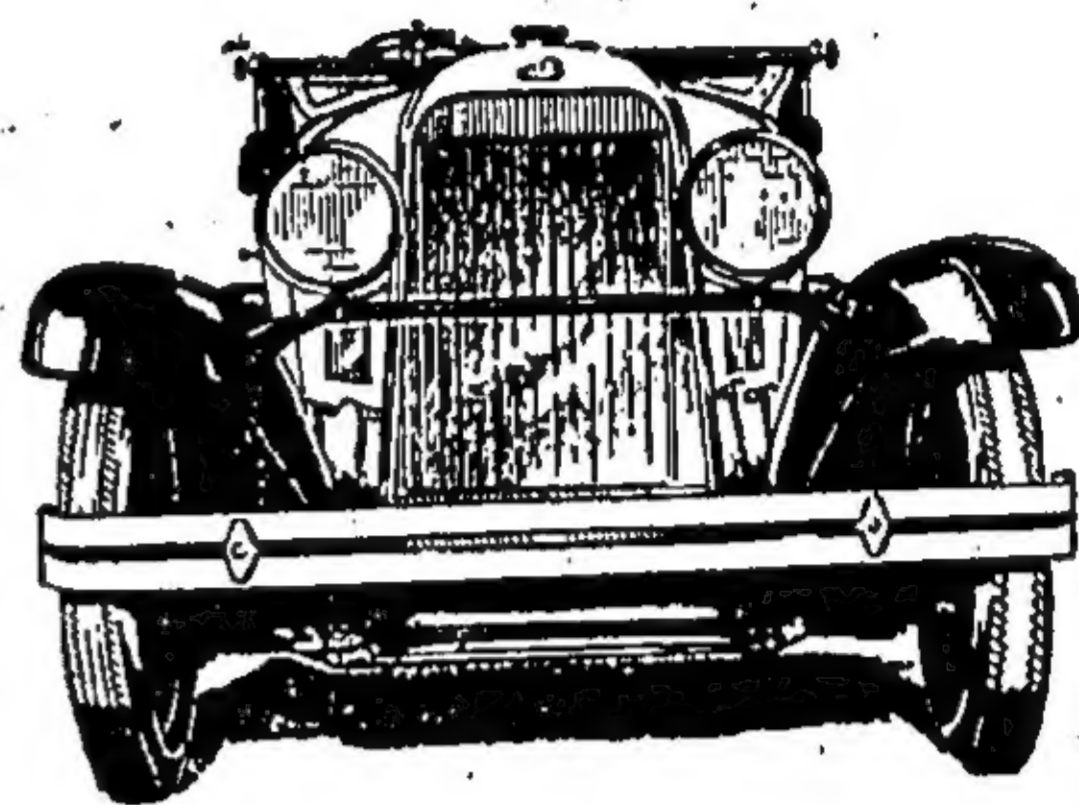
Production of the Whippet Six has been in progress for several weeks and dealers now have demonstrating models, while further shipments for prompt delivery to customers are well under way. Production plans for the Whippet Six call for the largest output ever reached by Willys-Overland in the six-cylinder field, which was made necessary by advance dealer orders and estimates.

Sales of the Whippet Four have far exceeded any previous volume in the history of the company, and production in this group is now at the rate of 1,100 per day. Mr. Willys states that general sales figures for the first three months of this year clearly indicate a strong trend toward the lower priced fours and sixes. Coupled with the heavy demand for the Whippet Four, the new Whippet Six therefore becomes an important part of the Willys-Overland programme.

## OLDSMOBILE

**THE DRAGON MOTOR CAR CO., LTD.**

*cordially invites you*



Experience in the motor car business has proved, time after time, that the ultimate success of an organization selling automobiles depends upon the goodness of their car.

On this score, we believe ourselves fortunate in representing the "Oldsmobile Six." The huge resources of General Motors have been successfully co-ordinated to produce a car built so well and priced so honestly, that it represents the greatest Oldsmobile value ever offered.

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**IT IS A GENERAL MOTORS CAR.**

## BUYERS' GUIDE

### MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4760.  
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.  
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.  
OAKLAND.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.  
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
PONTIAC.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.  
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.  
SINGER.—Gilman & Co., 4a, Des Vaux Road Central.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.  
WHIPPET.—Gilman & Co., 4a, Des Vaux Rd., C.  
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Vaux Road Central.

### MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.  
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

### MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Vaux Road. C.1067.  
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

### TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.  
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.  
AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.  
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.  
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.  
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.  
MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.  
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

**£7,000 BET.**

**AMERICA CHALLENGES  
EUROPE.**

**BRITAIN DECIDES.**

Great Britain, the United States, Italy and France are all concerned in an exciting motor car race for £7,000 which has just been run on the Indianapolis track of America.

The contest was the result of a statement made by Mr. Moscovics, a United States motor manufacturer, that an American car could beat any European car which M. Weymann, of Paris, liked to bring across.

M. Weymann therefore selected an Italian car, equipped it with British tyres, and left France for the United States where a thrilling 24-hour race was run.

As it happened, the tyres were the decisive factor. The American car started off at a great pace, but its chances were soon hopeless, for, during the 293 laps it completed, 20 tyres were used, while the Italian car, which completed 543 laps, only had to change its Dunlops once. Indeed, so much time was wasted by the American in taking off worn tyres and putting on new that at the finish it was actually 600 miles behind its European rival.

**FIRESTONE—SUCCESS.**

The following cable has just been received by the Dragon Motor Car Company, Ltd., local agents for the Firestone Tyre and Rubber Company of Akron, Ohio: "Indianapolis Race, 500 Miles—30th May—won—by—Lou Meyer—in—Miller—Special average speed—99—decimal—48—miles per hour—stop—winner—and—first—12—to—finish—used—Firestone—Balloons."

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Articles sold are superior quality—backed by our guarantee of satisfaction and smiling service—and our prices are lower through our large volume, right buying and economical operation.

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**SHOW ROOM**

19, Queen's Road Central  
Telephone C. 1219.

**SERVICE STATION**

Perceval St., Wanchai.  
Telephone C. 4316.

## AT THE WHEEL.

ELEMENTS OF SKILFUL DRIVING.

## STILL UNLEARNED.

[By the Hon'ble Mrs. Victor Bruce.]  
When your car has been chosen, ordered and delivered, and when the rudiments of the gentle art of driving have been acquired, there comes a stage at which the novice begins to realise how much there is that she, or he, does not know. Straightforward driving on an open, unfrequented road, and the negotiation of small town traffic; regular cleaning, greasing and re-jacketing the car, constitute merely the routine of motoring, as it were.

Beyond this, there are many, many things to be learned, the necessity for which is only appreciated when that necessity arrives. Mostly they are things which are taught only by experience. But it is possible to name a few points which come to my mind, and it is to be hoped that their relation may help in the transformation of the beginner from the novice to the confident, efficient driver.

## Toward Instinctive Action.

Many of the little actions which the experienced driver performs instinctively and probably unconsciously, are seemingly most insignificant. You would scarcely think, for instance, that it is most important to adopt as an inevitable habit a touch of the hand on gear and brake lever before anything is done to move the car away from rest. Yet, if you do not satisfy yourself in this way that the gears are in neutral, considerable harm may be caused to the batteries by trying to start the car when it is in gear; or, if the starting handle is used in the same circumstances, personal injury may result.

You may actually have left the lower gear in engagement if the car is standing on a steep slope, in order to guard against any possible failure of, or interference with, the brakes—a sound plan, by the way, but one that is scarcely to be advocated for the novice's adoption. If you have not taken this precaution, and are sure that you moved the lever to neutral, some curious child may have meddled with the lever in your absence; while with centrally situated controls, a touch of one's knee in getting out of the car, may have slipped the gears accidentally into engagement. Anyway, the force of my advice always is to feel the lever before pressing the starter or turning the handle will be apparent.

With regard to the brake lever, I should say that it is a very common fault with beginners to forget all about it. If the brakes are very hard on, the effect will be that, on letting in the clutch, the engine is stalled. The reason is usually fairly obvious, and quickly repaired. But if the brakes allow any slip at all, it is quite possible to drive some miles before the reason for the sudden sluggishness of the engine is accounted for.

## Driving With Brakes On.

The experienced driver who made the mistake of failing to free the brakes, would immediately realise, from the "feel" of his engine what was the matter; but a friend of mine once went so far as to drive her car back to the makers for attention, complaining bitterly of the lack of power. Need I say that the only trouble was that she had not discovered what the side brake lever was for? I do not know how many miles she had driven with the brakes on but I remember that the linings were practically worn out!

The need for proficiency in reversing is known to expert and beginner alike, but I am afraid that the beginner is rather inclined to put off until the morrow which never comes, that practice in driving backwards that is essential. It is always so much easier—apparently—to drive into a strange garage, for instance; and you can usually get someone else to back the car out for you! That is not quite the point however. As sure as you tackle the complication of city traffic, the occasion will arise when it is necessary to reverse—unaided. How much better then to be able to do it cleanly and without becoming flustered, than to make a hopeless hash of the manoeuvre, and to endure the caustic comments of the onlookers—especially if you are a woman.

Even apart from this, there are often gaps in a car park into which your car will fit nicely, but into which you can only enter by reversing. Practise, therefore, in a deserted country lane—set up two sticks or stones in various positions and try and try again until you can depend upon backing cleanly between them from any position.

## Reversing Problems.

I will not go further into this matter but there is one little hint that may be useful—never try to reverse at an angle through a narrow gateway. Once the car gets diagonally through the opening, almost touching the posts on either side, it is often a very difficult task to straighten it up with-

## NASH PLANT.

MANY WELL EQUIPPED FACTORIES.

## KEEPING PEACE.

How inventive genius keeps pace with the ever rising necessities of modern industry is reflected in much of the machinery with which the Nash Motors plants are equipped. Probably no other industry has seen greater advancement in the design of automatic machinery to meet the requirements of volume products than has been witnessed in the motor-car industry in the past ten years. Scores of human-like machines, totally unknown a few years ago, are found in different departments of the Nash plants; they are performing these operations quicker and with a degree of consistent accuracy unattainable by hand.

One of the newest and most interesting automatic machines known to the industry is that in use at the Nash factory. It is an automatic honing machine which accomplishes at one time the final mirror-like finish on all seven main bearings and six connecting rod bearings. Formerly it was necessary to polish individually each of these thirteen bearings. But now the honing operation is performed on every bearing simultaneously and with scientific accuracy within a fractional part of a thousandth of an inch.

The automatic honing machine, equipped with a number of long "arms" to receive the crankshaft, has all the appearance of a living octopus. The machine revolves about the seven main bearings and has a rotary motion. The operator, who may attend a number of these machines at the same time, merely places the crankshaft in position and pulls the starting lever. When the operation is completed, the machine automatically stops. Honing of the crankshaft, a practice until recently unknown to the automobile industry, gives each bearing on the Nash shaft a mirror-like finish and assures longer life to the 7-bearing motor with which each Nash model is equipped.

It takes no longer to build a 7-bearing motor than it does to build one with only 3 or 4 main bearings. There are at least 3 more bearings to hone and polish. There are at least 3 more bearings to align. And there are at least 3 more bearings to check for proper clearances.

But the Nash 7-bearing crankshaft eliminates the "whip" which loosens bearings and piles up expensive shop work on motors with fewer bearings. Obviously, it costs more in time and money to build the Nash 7-bearing crankshaft.

Why then does Nash build it, when other manufacturers still use engines with fewer bearings? The answer is that owners have come to expect Nash to be definitely better than any other car they could buy at Nash price. And seven bearings alone produce superlative power-smoothness and power-quietness. There is a direct force-feed oil line to each and all of the seven bearings and to the cylinder walls to guarantee positive lubrication.

out doing any damage. The secret is simply to manoeuvre it into such a position before entering the opening that you know for certain that so long as you keep straight you can clear the obstruction. And I might add that this particular aspect of reversing can be practised nowhere better than in the entrance to your own motor house.

Make a point at the outset of your career of reversing in, so that you have a straight run out when the engine is cold in the morning, and so that the car is instantly available in case of emergency. You will acquire proficiency in a very little while.

I forget if I have mentioned in previous articles the immense importance to safe driving of personal comfort, but at any rate it is a suitable subject to emphasise now.

## Minor Points.

It is to be presumed that the newly-delivered car was chosen because it was moderately comfortable and suitable in other respects, but there are usually little things to be done to make it still more adapted to the use of the particular individual. So simple a matter as the adjustment of the sliding seat, the use of a cushion at one's back, or the changing of the position of the horn switch, may make all the difference. It is worth while to remember that when clutch or brake pedal are fully depressed, the driver's knees should still be slightly bent. Whatever adjustment to this end is necessary should be made at once, for if it is impossible to hold down the pedals without alighting down in the seat to obtain a longer reach, not only will a long drive be most fatiguing but the car cannot be under proper control.

## MOTOR MAGNATE.

VIEWS THE YEAR 1928 WITH OPTIMISM.

## CHRYSLER PROSPERITY.

Prosperity in the United States will continue in the opinion of Walter P. Chrysler, president and chairman of the board of directors of the Chrysler Corporation.

"There is plenty of evidence that business is fundamentally sound and upon a conservative basis," said Mr. Chrysler. Shortages for some time have developed in a number of important industries and this must be interpreted to mean that production must resume. I am confident there is an accumulation of orders which is being released, and which will greatly stimulate the automobile business generally.

"As business improves for the automobile industry, business will also improve for the steel industry, the railroad industry and the building industry. The automobile industry is not only the largest of all, based on wholesale value of product, but it also is a tremendous buyer of raw materials. And appreciate what the industry means to the steel industry, the railroad industry, the petroleum industry and the rubber industry.

## 1927 A Good Year.

"I don't want to convey the impression that 1927 has not been a good year for the automotive industry. The contrary is true. Taking the average retail deliveries of all makes of automobiles including Ford, for the first nine months of the last five years, 1923 to 1927, inclusive as a basis, the deliveries for the first nine months of 1927 have been 93.1 per cent. of the average compared with 113 per cent. for 1926; 99.77 per cent. for 1925; 90.8 per cent. for 1924 and 103.3 per cent. for 1923. It will be observed that the retail deliveries of automobiles in the United States during the past five years have fluctuated between 9.2 per cent. below average to 13 per cent. above average. The idea that the automobile industry is highly volatile is a popular misconception and the relative stability of the automobile industry as indicated by these figures will compare favourably with any large industry in the country.

"The decrease in the volume of automobiles purchased this year has been contributed to substantially by the temporary withdrawal of Ford cars from the market.

## A Cautious View.

"There are some people who view 1928 with uneasiness because the coming year is to be presidential year. To me this is curious. Well do I appreciate that economic reactions have been experienced during presidential years, but for the life of me I can find no economic justification for such changes. There is no good reason why a presidential year should have any influence on business. And I for one don't believe it will have any influence during the coming year.

"When one takes a glance into the future and tries to determine what the months ahead have in store for business one must remember that our credit supply is so great and so flexibly available, and the Federal Reserve System is being conducted so efficiently and functions so smoothly, that there is little possibility of depression. The day of the wide swing away from prosperity is over. Then, too, our banks are stronger than they ever were. American industry is in possession of cash and quickly negotiable securities far in excess of those held in former years. Our credit structure is in a healthy condition.

"We in the automobile industry have experienced a good year. Export business is becoming more and more important. We look forward to the time when American companies will be exporting a million cars to countries all over the world.

"American business should gain satisfaction out of the fact that it can look back upon a year of good business and can look ahead with confidence. I look for a very good year in 1928."

## TUNIS-TRIPOLI RAID.

Organised by the R.A.C.L. with the permission and collaboration of the French and Tunis A.C. the Tunis-Tripoli Raid (789 kilometres) took place from March 7 to 9. A very large number of competitors commenced the Raid but owing to the bad state of the roads the majority had to withdraw not being able to continue. Leaving Tunis on the morning of March 7 for Gabes, the first half on the road, the competitors encountered such violent storms and heavy downpours of rain which inundated the boundary line from Ben Gardane to Pfafia leaving the ground in such a disastrous condition that the competitors were obliged to postpone the second and last lap until March 9. Starting again on that day the small number of competitors left accomplished the second half of the

## HOMESIDE GOODS.

EFFORTS TO STOP ILL-CRITICISM.

## BRITISH RESOLUTION.

Every wise person welcomes fair comment and criticism, for only by its means can the highest be attained. It may not always be palatable but that invariably means that it is all the more necessary and desirable.

It is the prerogative of the Press to indulge in such criticism; indeed it is largely for that reason that it exists. No barrier must be placed in the way of the exercise of the utmost freedom of the Press, and even if it were possible to place a muzzle, of how-ever temporary a nature, on the great organs of public opinion, the result would be most disastrous.

Public estimation of the value of things in general is largely the reproduction of Press comment, and no one who values the system of democratic control would desire to see any curtailment of the freedom enjoyed by the Press.

This being so the responsibility of the Press to the public is very great for it must place its views on matters of interest before its readers in such a manner as to be beyond all risk of being considered biased in any way. It speaks volumes for the general tenor of the Press of all countries, and particularly for the great British Press, that this fundamental is so conscientiously and consistently maintained, for not only does the British Press cater for the educational needs of an immense number of readers, but the views put forward therein find, in a large number of cases, reproduction in the organs of other countries.

There do, however, creep into the columns of the papers certain vague statements from time to time, of a general character, disparaging British-made goods and methods. Such statements may possibly be insignificant in individual value but tend in the main to a certain amount of harm.

British Manufacturers welcome criticism, and the comparison of methods of production with those of other countries has an educational value, but it must be admitted that while it is easy to assume the role of critic, criticism should only be such as to be capable of substantiation on investigation and should be made with a certain knowledge of the articles and conditions against which it is levelled.

The Motor Industry has no more to complain of in this respect than any other industry, but it cannot be too strongly emphasised that ill-considered criticism, instead of assisting the British Manufacturer to effect necessary reform, does harm to British prestige abroad, particularly as instances are frequently met with where such discounting remarks are reproduced in the organs of other countries to decry the results of British labour and workmanship.

The Association of British Chambers of Commerce, recognising that the disparagement referred to has had a harmful effect on British Trade, is to consider the following motion at its forthcoming Annual Meeting:—"That this Association of British Chambers of Commerce deplores the publication of ill-considered criticism of British goods and British methods, believing that if these charges were carefully investigated the editors of our leading newspapers would see that their publication was frequently unfair to British industry and British labour, and capable of doing harm to British trade throughout the markets of the world, in which such criticisms are eagerly reprinted and made the basis of attacks on British trade."

A copy of this resolution is to be sent to the President of the Newspaper Proprietors' Association.

No one questions that the British Press has the interests of the Empire at heart and one feels confident that there will be found some means of continuing to place before the World the true position on all germane matters without permitting its columns to be exploited by those who seem to consider that nothing good ever came out of British factories or was made by British labour. It is a most inspiring feature that the "Times" has taken up the issue and has pointed the serious harm that can be done by such self-denunciation.

Raid which had for its goal Tripoli, and which was victoriously reached by Italian drivers and cars. In the minor cylinder capacity class (up to 1100 cc.) the 509 Fiat coupe was the only one to reach the goal obtaining the much desired victory being classified first, second, third, and fourth through the merit of Di Halk, Fagnanelli, Delfetti, and Panara, and second and fourth in the class up to 1600 cc. with the two 509 cars to Mancuso and Wemberger.

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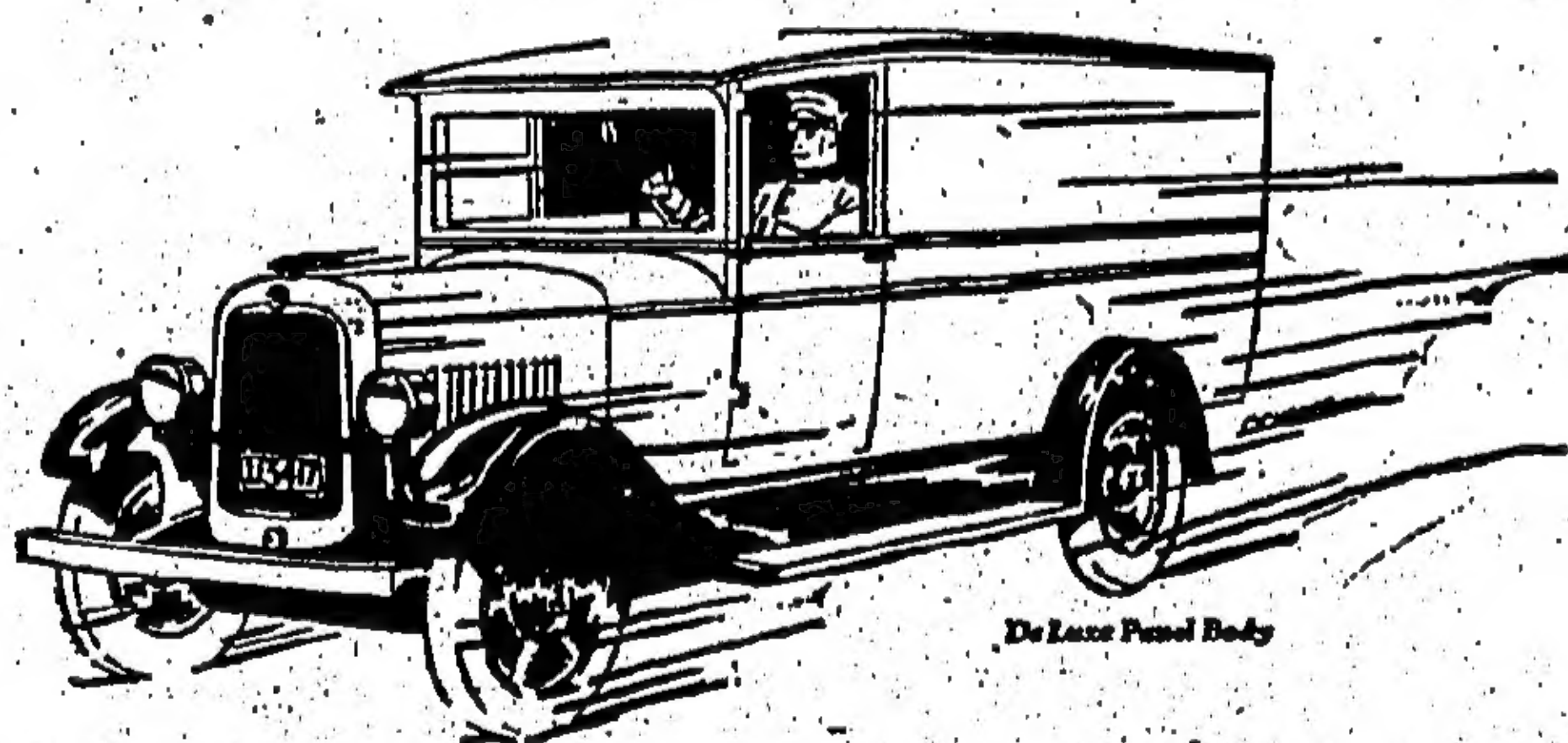
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## TRUCKS 227 MILE JOURNEY.

## A HEAVY LOAD.

Racing 227 miles, with 3,300 pounds of mechanical equipment, to save a score of men entombed in a factory crash, is the recent performance of a two-ton Graham Brothers truck. The trip required seven hours.

The truck, belonging to the Ingersoll-Rand Co. of Chicago, was rushed to Kimberly, Wis., with air compressors, concrete breakers, pneumatic tools and water pumps, following the collapse of a section of a paper mill which killed nine men and pinned many others under the wreckage.

Major J. N. Thorp, the driver of the truck, learned of the accident in Chicago through Press reports and left at 12.30 p.m., after being informed by telephone that his mechanical equipment would help in the rescue work. A fast ride through the business section of Chicago resulted in Thorp's arrest as a speeder. On explanation of the mission, the motorcycle officer escorted Major Thorp to the city limits.

At Oshkosh, Wis., Major Thorp was again arrested, but for the second time he obtained a police escort through heavy traffic. He arrived at Kimberly at 7.30 p.m. and for forty hours remained on duty, helping in the rescue work. Major Thorp praised the performance of the Graham Brothers truck throughout, admitting it was the first time he had ever driven it, but declaring it was as easy to drive as a passenger car.

## 1,000 MILES CUP.

## BIG ITALIAN EVENT.

## WON BY FIAT.

The "Thousand Mile Cup" race organised by the A. C. of Brescia, took place between Saturday and Sunday, 31st March and 1st April, on roads open to the traffic, which were already in themselves difficult owing to the many passes through the Alps and Apennines. The race was rendered more trying and hard by the bad conditions of the roads and the heavy rain which the competitors had to endure for a good part of the course but in spite of this a further splendid success was obtained by the 509 Fiat taking part in this severe test, which victoriously arrived first, second, fourth, sixth and seventh in their category.

From Brescia, (beginning and ending of the race) to Bologna, from Bologna to Rome and Ancona, then along the Adriatic coast, crossing the whole of Emilia and a great part of Veneto, the struggle lasted a whole day and night unceasingly and the small 509 Fiat gained the general admiration for the perfect way they kept to the roads and their regular running.

After the Monte Carlo Rally and the Tunis-Tripoli Raid, this new victory once again results in bringing forward the perfection of the Fiat 509.

The average speed reached last year by the 1,000 cmc class which was believed could not be beaten, was surpassed, the Fiat 509 arriving at the average speed of km. 67.407 an hour.

The fact that in the highest cylinder capacity (5 litre) the victorious car had only a superiority of about km. 6,500 on the average as compared with the small 509 which is of 990 cmc cylinder capacity, leaves much to be said for this small car.

## RACING ACE.

## ACCIDENT TAKES PLACE ON DAYTONA BEACH.

Frank Lockhart, ace of American automobile racers, was killed recently as he attempted to establish a new world's speed record on Daytona Beach, Fla. He was driving the Stutz Black Hawk Special, a 16-cylinder car which had been designed largely by himself.

The direct cause of accident was the blowing of one or both of the rear tyres which caused the car to fall into a skid which turned into a series of leaps and barrel-rolls due to the terrific momentum which the car, travelling in the neighbourhood of 200 miles an hour, had attained.

Lockhart started his racing career as a mere youth with a rebuilt Ford. For a number of years he drove on western dirt tracks, then in 1926 appeared at Indianapolis for the 500-mile race. His car failed to meet certain mechanical qualifications and was not admitted. He remained to watch the race, however, and by a stroke of fortune was on hand when Pete Krebs was taken ill. He won the race. Subsequently he established several new competitive and non-competitive speed marks on road and dirt tracks. He held the American speed record for cars of not more than 91½ cubic inches of

## STUDEBAKERS.

## 48 NEW OFFICIAL PERFORMANCES.

## THE COMMANDER.

Cabled advice from Australia received on May 3 tells that the Studebaker Commander now holds 48 official speed, endurance and long distance records in that country. In a 3,711-mile transcontinental run early in April between Fremantle, West Australia, and Brisbane, East Australia, a stock model Commander Roadster broke three previous Australian records and set four new marks, when it spanned the continent in 147 hours and 32 minutes. The seven records were set in spite of losing approximately 36 hours due to rain and impassable roads. Norman Smith, motor editor of "The Sydney Sunday Times," drove a stock model Commander Roadster on this cross-country run.

The most important overland records established, in addition to the Fremantle-Brisbane mark, were: from Fremantle to Adelaide, Fremantle to Melbourne, Fremantle to Sydney, Adelaide to Brisbane, Adelaide to Sydney, and Melbourne to Brisbane.

All Australian speed and endurance marks from one to twenty-four hours and from 100 to 1700 miles were captured by The Commander, March 15, when it raced 1701 1/4 miles in 21 hours on the bed of Lake Perkolilli, West Australia, under the observation of the West Australian Royal Automobile Club.

A remarkable feature of these trial runs is that the record-making cars were strictly stock Studebaker Commander Sport Roadsters. Practically all previous speed and endurance marks in Australia have been set by special stripped chassis fitted with light racing bodies.

## IN THE ALPS.

## AIRMAN'S GRAPHIC STORY.

## LANDING AT 8,000 FEET.

Captain Lawrence Hope, the air pilot and last year's winner of the King's Cup, on his return to London from Italy told a remarkable story of adventures and escapes in a flight over the Alps. He started with Count Franco Mazzotti, the racing motorist, to fly to Italy in a D.H. Moth light aeroplane, the Count had bought. They left Lyons about four o'clock, and as weather reports were excellent Captain Hope decided to go straight on across the Alps rather than waste time going to the South of France.

"We were well over the Alps, at about ten thousand feet," said Captain Hope, "when I suddenly saw that the ground was completely covered by clouds. To go on through dense clouds would have been almost suicide, for we were practically bound to fly into a mountain side. There was not enough light left to go back and land on decent ground. It was getting dark quickly and I realised that we had no alternative but to land—which apparently meant to crash. Through the clouds I saw a hut and decided to land somewhere near it. We cruised along the side of Mount Lavanna, one of the highest mountains, and steered ourselves for our crash. Then we made what is known as a stall landing, dropping down in pancake fashion. The machine came to a standstill with the wings level with the snow and the undercarriage buried. There we were sitting on a mountain side, 8,000 feet up, and no sign of anyone."

"Count Mazzotti thought our escape so marvellous that he got out and disappeared up his neck. I lugged him up, and the blackness of night was just descending when we saw a string of lamps coming up towards us. They turned out to be a rescue party from the Alpine Fascists who had seen our landing. With lifelines and snowshoes they got us down, and our next difficulty was to save the machine."

"Early next morning we returned to it with three sleighs and lots of rope. We put the little plane on the sleighs and got her down, even crossing a nine-foot wide bridge. We got the Moth on to a plateau 500 yards long, and I got some lumberjacks to make me some big skis with boxes on them. We were still over 5,000 feet high, and at the end of the plateau was a precipice. We put the plane with the wheels in the boxes and started off. It seemed a terrible time taking the air and the precipice loomed near, but just in time up she went and I saw the skis and boxes disappear into the ravine. I went on without further adventure to Turin, where Count Mazzotti and the luggage later joined me, and we went on to Milan."

displacement with his record of better than 164 miles an hour on dry Lake Muroc, Utah. Lockhart was born in Dayton, O., but had spent most of his life on the west coast. He is survived by his widow.

## BRITISH INDUSTRY.

## LOOKING FOR NEW OUTLETS.

## DELEGATION VISITS.

The attention of the British Manufacturers' Section of the S.M.M.T., and that of its individual Members, continues to be given to the most efficacious methods of increasing the interest in, and the more extended use of British-made vehicles, accessories, and tyres, not only in the Home market but also in those of the Colonies and Dominions.

It is realised that vast potentialities exist in connection with Imperial Markets and no effort is being spared to acquire for Great Britain that position in the Motor Markets of the World to which she is legitimately entitled.

Following upon the visit of the Delegation to Australia and New Zealand last year, and the creation of branch offices in each of those countries, the position in South Africa is being similarly explored with the object of taking similar action, and Mr. Frederick R. Simms, M.I.M.E., M.I.A.E., has just returned from that country which he has visited on behalf of the British Manufacturers' Section of the Society of Motor Manufacturers and Traders, Ltd. He is an authority well able to sympathetically understand the difficulties to be overcome in the way of the expansion of the British Motor Industry in South Africa and to present to his colleagues in the Home Country a comprehensive survey of the conditions, with constructive suggestions for overcoming them.

Such visits as have lately been taking place to the Dominions and Colonies, by Delegation and by individual Manufacturers, can only result in ultimate good not only to the industry at home, but to potential customers Overseas. The personal touch carries a good deal more weight than any amount of propaganda, useful as the latter undoubtedly is, and the visits signify an earnest desire on the part of the industry at home, not only to obtain first-hand information, but to utilise such information as is obtained thereby towards satisfying the requirements of the Dominion and Colonial markets. By this means, too, our kinsmen Overseas are able to appreciate the difficulties with which the industry has had to contend and even yet has to surmount.

Mr. W. R. Morris has just returned from a visit to Australia and New Zealand, and the reports that have been arriving concerning his visit would seem to indicate that a vast amount of good is likely to result therefrom. Now comes information that Mr. J. K. Stanley is starting shortly on a Colonial trip in the interests of the Rover Company visiting India, Malay States, Australia, and New Zealand.

The appearance of this Bulletin is a further attempt to assist in placing British-made vehicles in the position which it should occupy in the markets of the World.

It has been felt that, as distinct from the advertising point of view, the campaign in favour of British Vehicles should be supplemented by an approach to the Public through the Editorial side of the Overseas Press, and that individual Editors and Journalists will welcome some authentic news relating to the British Motor Industry.

With this in view a Publicity Department has been set up by the British Manufacturers' Section of the S.M.M.T. whose business it will be to keep the public informed, through the Overseas Press and in other directions, of all matters of interest arising in the industry. It will circulate monthly to the Dominions and Colonies news of general interest as affecting the British Motor Manufacturing Industry, and others in the Dominions and Colonies are cordially invited to make use of that Department, either by direct application to the Department, or in the case of Australia and New Zealand, through the local offices of the Section there.

The addresses, in each case, are as follows:—  
England: The Manager, Publicity Department, British Manufacturers' Section, Society of Motor Manufacturers and Traders, Ltd., 83, Pall Mall, London, S.W.1.  
Australia: Mr. J. S. Strong, Motor Secretary, Australian Association of British Manufacturers and their Representatives, 16, Barrack-street, Sydney.  
New Zealand: Mr. G. O. Sutton, F.P.A., New Zealand Association of British Manufacturers and Agents, National Bank Buildings (opp. G.P.O.), Wellington, N.Z.

## INCREASED MILEAGE.

## WHAT THE "DRAGON" MAN SAYS.

## THREE FACTORS.

Mileage may be increased from 10 to 25 per cent. with the proper care of tyres, according to C. Lauritsen, of The Dragon Motor Car Company, Ltd., who has given a tyre service close and careful study. He points out that maximum mileage cannot be obtained from tyres unless they are given the right attention and that it is just as essential to care for tyres as it is to look after the motor in a car.

"There is hardly an article in general use to-day," he said, "that gets more abuse or that is more responsive to proper treatment than the automobile and truck tyre."

"There are three important factors that must be looked after in getting maximum mileage from tyres—wheel alignment, proper inflation and load capacities. The first two are what cause the most trouble."

"While it is necessary in all tyres to look after wheel alignment and air pressure, it is especially essential in Balloon tyres."

"Tyres on wheels misaligned will wear out much faster. They are subject to an action which is very similar to filing the tread off a tyre."

"Damage equally as severe is caused by under inflation. From five to ten pounds less air pressure than required may lead to quick and costly ruin of your equipment."

"Motorists who do not know, or fail to appreciate, these facts are not getting maximum service from their equipment and are losing money every mile they run their cars. The remedy lies in the proper care of the tyre."

"Our recommendation is that the air pressure in tyres be checked once a week and wheel alignment every month at least. We urge our customers to let us provide this service. The value of it will be attested by the greatly increased mileage which the tyres receive."

## ROAD RULES.

## SUGGESTION BY LORD KNUTSFORD.

Lord Knutsford, writing concerning the question of the motorist emerging from a side road and crossing a main road, urges a definite understanding, which some experienced drivers follow, but which, I fear, the great body of motorists do not in the least heed or consider, writes Gordon Fraser in the "Daily Express."

I give his letter, and believe that I shall be right in saying that every motorist should be glad to see his rule rigidly regarded.

Crossing From the Right Side.  
"Can you tell us any sufficient reason why the rule of the road at cross roads should not be—  
"You must give way to any vehicle crossing you from your right side."

"This is the rule at sea for ships. If once it was made, then any one breaking it would be to blame and would lose an action for damages."

"I know all about the side road giving way to the main road but in very many instances in real life one cannot tell which is the main road."

"Drive up Upper Brook-street or Upper Grosvenor-street. Which is the main road? Drive through Royston—one road goes to London, the other to Newmarket."

Incorrect Signals to Police.  
It is pleasing to find how interested the police are in the little road problems. A Kentish officer says that "when on point duty we see incorrect signals given constantly, some of them leaving us in doubt, until the wheels begin to turn, as to which way the drivers wish to proceed."

He asks that the general rules, which ought to be well understood, should be restated, and gives them himself:—

1. Right forearm vertical—Stop.
2. Right arm horizontal—Turning right.
3. Right arm horizontal and then swept to left—Turning left.
4. Right arm horizontal, palm down, and moved slowly up and down—Slow down.
5. Right arm waved low from rear to front—Pass me.

My police officer friend also suggests white gloves for drivers at night.

It will be seen that Rule 3 answers the problem in which two motorists, meeting at a road junction, each desire to go left.

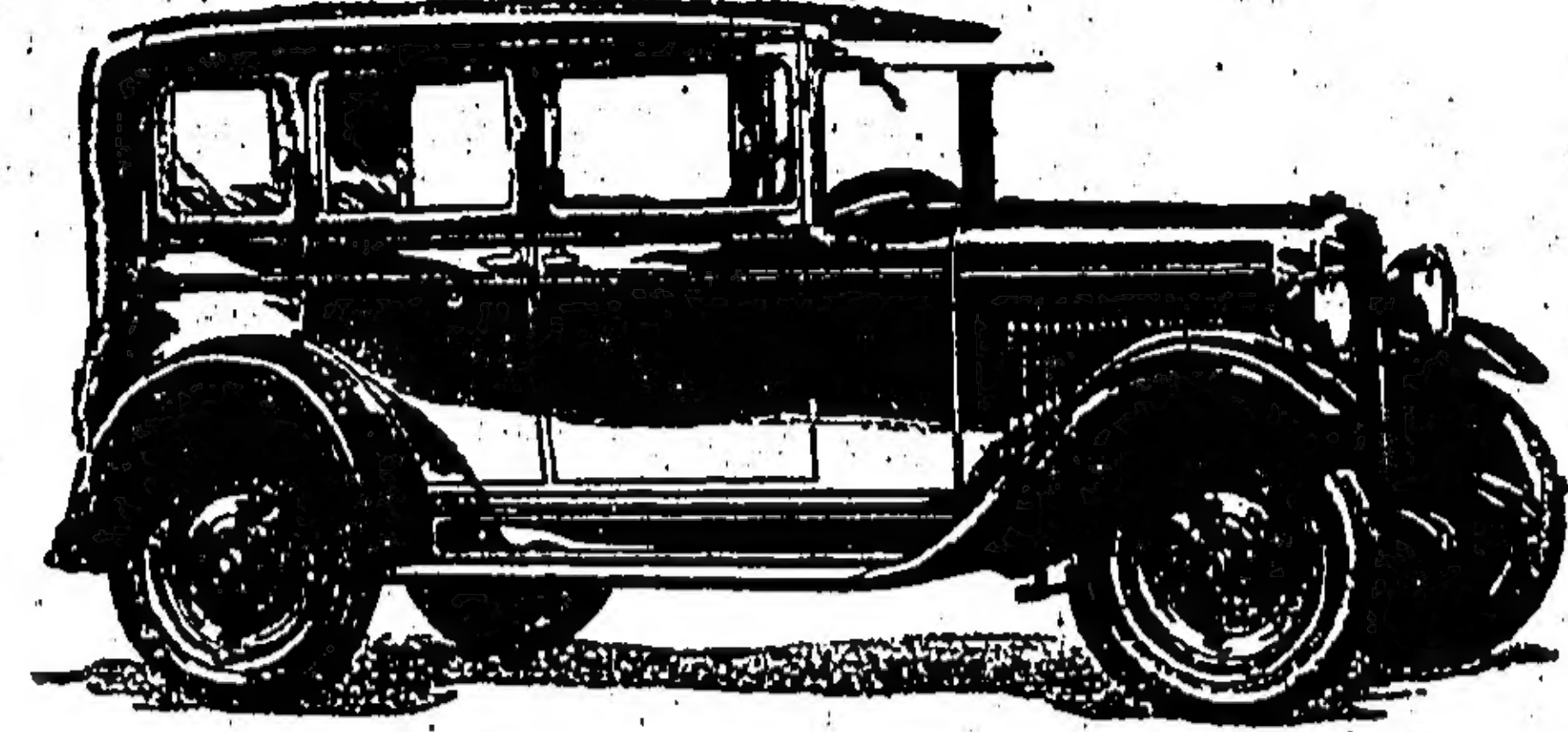
Woman Driver's Correct Solution.  
"It was with great pleasure that I discovered the first correct solution which I opened concerning a driving problem was from a woman motorist."

The problem concerned a motorist in a traffic-jam road, wherein he was unable to turn. He had unwittingly passed his turning to the right.

I give the proper course in the words of my woman correspondent: "The motorist, having passed the desired turning, should slow down



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* ROADSTER 2 Passenger	2100 "	495	56	219	770
* TOURER 5 Passenger	2160 "	495	56	219	770
* COACH 5 Passenger	2430 "	585	45	270	900
* COUPE 2 Passenger	2305 "	595	45	270	910
* CABRIOLET 4 Passenger	2340 "	665	45	270	980
* SEDAN 6 Passenger	2505 "	675	45	270	990
* LANDAU 6 Passenger	2475 "	715	45	270	1020

\* Hongkong Price includes spare rim Tyre & Tube, Right Hand Drive.  
\* Hongkong Price includes spare rim Tyre & Tube, Bumper, Bulb Horn, Drab Duck Top, Right Hand Drive.  
\* Hongkong Price includes spare rim Tyre & Tube, Bumper, Bulb Horn, Right Hand Drive.

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S.A.E. Horse Power Rating 21.7 Brake Horse Power 35 at 2200 Revolutions  
PISTON Displacement 170.9 Cu. In. Wheelbase 124 inches

	NETT WEIGHT	F.O.B. FACT:	EXTRA NETT	PACKING SHIPMENT DELIVERY	NETT CASH HONGKONG
Chassis 1 Ton	2130 lbs.	G\$495	G\$40	G\$185	G\$ 720
Chassis 1 Ton with Cab	2500 "	610	40	185	860

Hongkong Price includes spare rim, Tyre and Tube and 4 fenders.

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## WORLD TOUR.

## ALL BY MOTOR CYCLE.

## MALAYA'S GOOD ROADS.

Two tall, bronzed young Englishmen, Mr. B. H. Cathrick, of Piercebridge, near Darlington, and Mr. J. P. Castley, of Norwich, arrived in London on combination motor-cycles after making a tour of the world and covering 60,000 miles. They have visited 25 countries and travelled 20,000 miles by motor-cycle.

Relating some of their varied experiences, Mr. Cathrick said the tour was not intended as a speed test. "We did not hurry, but we certainly saw the world and gave more than 100 lectures in the Dominions. We have had 58 civic receptions. We were the first to motor-cycle from Dieppe to the Suez Canal and to cross the Andes in South America."

"We travelled with only one suit each, a tent, a rifle each, food for ten days, and a repair outfit. When we reached the hotter climates we had to buy tropical outfits of course. We crossed the Sinai desert and the Sheikh of Islam was wonderfully hospitable to us in Palestine."

Mr. Cathrick gave the following as other impressions of the tour:—  
"The prettiest girls live in Capetown; the most beautiful women are seen in Buenos Aires. New Zealand is the most picturesque country visited. The best roads are found in the Malay States and Dutch East Indies, the worst roads in Portugal."

Mr. Cathrick added that five saddles were worn out on the journey, and the two at present on the machine were nearly finished. "They were arrested for taking photographs of the main railway bridge which spans the Danube at Belgrade. The Belgrade Motor Club bailed them out. While crossing South America from west to east they had to go through a two-mile tunnel. The wind blew their exhaust smoke into their faces and they were nearly suffocated."

At next turning on his left, back round and then indicate his desire to cross the road in the ordinary way, thus taking his place in the stream travelling back again."

Exactly. And a special point should be made of backing into the side road."

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## ON POINT DUTY.

### ARE TRAFFIC POLICEMEN INCLINED TO RUDENESS?

[By A Policeman.]

Eight consecutive hours of dumb, intense concentration and prescribed Robot gesturings. Inexhaustible, pent-up streams of vehicles crawling tortuously through frequently recurring maelstroms of congestion, drivers sitting bolt upright in their seats with impatience. Growing physical discomfort due to long hours of standing, smoke, steam, petrol exhaust, oil fumes, throbbing engines, screaming brakes, grinding gears, clattering hoofs, motor horns (devised with misguided ingenuity and nerve-shattering effect) and bicycle bells; and two sorts of weather—wet, when your hands and face are steaming with water, and (occasionally) fine, when your eyes and throat are full of dust.

The lot of that almost archaic policeman whose unhappiness found expression in the gentle humour of W. S. Gilbert, must compare favourably with that of the present-day traffic constable. His function is unique in the strange vocations of advancing civilization. To the unenquiring mind his job consists in the mechanical, alternate stopping and releasing of two or more lines of traffic seeking to proceed from different directions across the spot where he stands. It is unrelieved, apparently, by the necessity for any more initiative than is required for a purely subconscious precision of movement. His job may, it has been said, eventually be performed by some ingenious machine.

But can that ever be possible? Let us consider.

#### The Human Equation.

The first and most difficult obstacle to be surmounted in the regulation of traffic is the fact that each vehicle in these vast daily processions is controlled by human being. Drivers respond to traffic signals with a readiness which varies in proportion to their intelligence, self-control, road experience, and—good nature. The constable knows that when, as it becomes necessary, he decides to stop the flow of traffic in one direction, his signal will be received by the driver concerned with:

- (a) Prompt and courteous obedience,
- (b) A gesture of frenzied despair,
- (c) A rueful "just my luck" sort of expression, or
- (d) A grin of cheery resignation.

He knows, however, that it will be obeyed. He relies for his personal safety, and for the safety of the line of vehicles which has just been released by a watchful colleague, upon that obedience.

A further complication, not generally realized, is the necessity for a purely local knowledge on the part of the constable of the direction taken at road junctions by various services of buses and trams and by long-distance motor transport services. Since the constable normally does duty at a considerable number of these cross-roads at different times, his memory is crammed with bus and tram routes classified according to their service numbers. The sorting out, too, of slow-moving vehicles from the faster-moving vehicles line also occupies much of the constable's time.

"Bus Drivers Wonderful." Finally, since at least 50 per cent. of Central London's traffic is composed of omnibuses, it would be pleasant to add a word in appreciation of their wonderful drivers. Alert, patient good-humoured, and superlatively efficient, they possess as much "traffic sense" as any traffic constable, and co-operate with him in a manner which wins his warmest gratitude. The bus-driver's hand is perpetually on his brake, or ready to relay the constable's anticipated signal to following vehicles. His response to that signal is invariably a grin, seen for a fleeting instant as a gleam of white teeth in a swarthy, intelligent face. Hats (or helmets) off to him.

Space precludes any criticism of the private motorist, whose name, alas! is legion. This, one feels, in deference to the need for a harmonious relationship between motorists and the police, is all to the good.—"Daily News and Westminster Gazette."

## MOTORISTS' COURTS. LONDON MAGISTRATE'S SUGGESTION.

The authorities ought to provide some special tribunal to try motor cases, or have the lay justices try them," said Mr. Blingley, the Marylebone magistrate recently.

He had just decided a number of summonses of this nature, ending with two for dangerous driving.

"We are snowed under with these cases," he added. "It is perfectly monstrous."

Inquiry at the Home Office by a "Daily Express" representative elicited a reply to the effect that, while the Home Secretary had under consideration the question of the congestion of the police courts, the proposal to have special courts for motorists was entirely new.

The latest returns (1928) presented to Parliament by the Home Department, which, however, only bring forth evidence up to the end of 1926, state that, of 602,637 prosecutions in that year of persons charged with non-indictable offences, 163,801 were in relation to motor-cars.

Thus more than one-fourth of the cases before magistrates in 1928 were motor-car cases, and, judging by the great increase in motor traffic and the growing number of motorists on the roads, the probability is that the 1927 return will show a still greater proportion.

## WEARY OF DISORDER

### SIGNIFICANT APATHY OF HANGCHOW TOWARDS JAPAN.

Hangchow, May 29.

All is quiet and peaceful here. Nothing much in the way of news to record. City improvements and street widening go on apace.

Hangchow is fast becoming a favourite week-end pleasure ground and each Saturday sees a large influx of guests who are charmed with the environs.

The police force daily shows signs of increasing efficiency and the arm of the law is having effect in many new directions. The hot breeze of excitement and anxiety of recent days in the political realm has already calmed down to almost a chill of indifference. Even the Japanese incident is barren of enthusiasm. Social upheaval does not produce social re-construction but a weary entail of fresh up-heavals. The better-thinking Chinese are learning this.

The propaganda bureau seems to lack the initiative of the early days of the Revolutionary movement. It is rather astounding to find so many posters being torn down while many of the anti-Japanese publicity pictures fall in their purpose. Side by side with some of the flagrant anti-foreign slogans is a picture of a sick man in bed. The patient is labelled—"The Chinese people." The physician stands by the bed side ready to administer a glass of medicine which is marked "The three principles of the people."

"Take this" he says, "and you will soon be well and strong." Other cartoons are exhibited suggesting veiled and troubled feeling. A few series of posters enlighten the people about international law and reveal the strength of foreign nations in arms and ships.

The student class and those in official capacities still hold Hangchow in the state of mourning. The black arm-band of grief is worn and serves to keep green the memory of National humiliations.—"N. C. Daily News."

A revue is not produced for a first-night audience, but for a more intelligent public which begins to show itself about the third night.—Mr. C. B. Cochran.

## SWATOW AND REDS.

### RUSSIANS OF ALL SHADES NOT WANTED.

### HAUNTED EXECUTION GROUND

Swatow, May 22.

The authorities in South China, having been warned that Soviet agitators are on their way to Fukien and Kwangtung for the purpose of creating trouble, are keeping a sharp look out on the passenger lists of vessels entering the Southern ports. Men have been detailed to watch the houses of suspected Communists likely to shelter the Russian Reds. It is absolutely certain that the authorities at Foochow, Amoy, Swatow and Canton will show no compunction toward any Russian agitator who may fall into their hands.

Indeed, Russians of whatever political shade they may be, are in very bad odour with the Southern Nationalists. The story is told again and again of how innocent Russian peddlers of clothes have been cruelly put to death after the Communist debacle in the South. Most of these men were Russian Tartars whose sole means of support was the peddling of clothes and knick-knacks to Chinese in the interior. In fact, most of them had suffered more from Communism than the average native of China. They not only lost all their possessions in Russia when the Bolsheviks came into power, but had to tramp thousands of miles across dangerous country in all kinds of weather, going foodless for days. Many women and children who came away with them perished on the way, from hunger or pneumonia.

As things stand to-day in the South, Communism has no chance.

The Chinese in the South have never been as sick of Communism as now. There are still a great many Reds in the interior of course, but they are at present more engaged in fighting on the defensive than in spreading the pernicious tenets of Communism.

All agitators caught here are promptly taken out and executed. One favourite execution lot is near the Customs Quarters. Already there are legends of the place being haunted.—"N. C. Daily News."

Two ex-soldiers were sentenced in Shanghai Provisional Court to five years' imprisonment each on a charge of unlawful possession of counterfeit notes. Three chops and 26 counterfeit Bank of China banknotes were ordered to be confiscated.

## UNCLAIMED TELEGRAMS.

### THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Evictors, from Shanghai.  
Danien, Savoy Hotel, from Manila.  
Junriya, from Yokohama.  
Mrs. R. C. Verelval, "Empress of Russia," from Tsingtau.  
Lomers, Petrosiles, from Shanghai.

E. V. JESSEN,  
Superintendent  
Hong Kong, 31st May, 1928.

### THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following Unclaimed Telegrams are lying in the E. E. Telegraph Co. office, Hong Kong:—  
Auppari, from Calcutta.  
Bond, Butterfield & Swire, from Gleben, S.W.

Industry Co., from Remscheid.  
Robert Kerr, c/o Repulse Bay Hotel (2), from Bangkok.  
Malcolm Smith, 2 May Rd., from Great Pyburgh.  
Sachs Kreolin, from San Francisco.

Worship, from Saigon.  
E. A. LEGGATT,  
Superintendent.  
Hong Kong, 31st May, 1928.

## THE HONGKONG HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.

Telegraphic Address: "KREMLIN, HONGKONG."

## AND SHANGHAI.

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Most Modern and Central Hotel in the Colony, all Bed Rooms, newly renovated and installed with Box Spring Beds, Hot and Cold Water, also Telephone.  
Hotel Launch meets all steamers.

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TAILORING.  
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Perfect fit guaranteed.  
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Successor to  
the late SIEN TING.  
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Consultation Free.

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ASIATIC AND FOREIGN  
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In Bags, Packets, Sets, and  
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PICTORIAL POSTCARDS.  
With Chinese Costumes, Views  
of Hong Kong, Canton,  
Macao &c.,  
and  
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SCENES.

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No. 10, WYNDHAM STREET.  
P. O. Box No. 620, HONG KONG



BRINGING UP FATHER.

Kelly & Wash. Ah Yau—(H.K. Ferry Wharf).  
Lee Yee. Ah Yau—(Peak Tram Station).  
Kowloon Wharf. Hung Cheong—(Kowloon).  
AND AT:—The Office of the Publishers, 3A, Wyndham Street.

# China Mail

ESTABLISHED  
1845

HONG KONG, THURSDAY, JUNE 7, 1928.

Kelly & Wash. Ah Yau—(H.K. Ferry Wharf).  
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Kowloon Wharf. Hung Cheong—(Kowloon).  
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"DROMED" 26th June Marseilles, London, Rotterdam, & Hamburg  
"HECTOR" 11th July Marseilles, London, Rotterdam, & Hamburg

## LIVERPOOL SERVICE.

"OANEA" 20th June Genoa, Havre, Liverpool & Glasgow  
"RIEXENOR" 26th July Genoa, Havre, Liverpool & Glasgow

## PACIFIC SERVICE.

via Kobe & Yokohama.  
"TYNDAREUS" 21st June Victoria, Vancouver & Seattle  
"PROTEILAU" 14th July Victoria, Vancouver & Seattle

## NEW YORK SERVICE.

"HELENOR" 29th June Boston, New York & Baltimore  
"DARDANUR" 7th July Boston, New York & Baltimore

## PASSENGER SERVICE.

"ANTENOR" 13th June Singapore, Marseilles & London  
"HECTOR" 11th July Singapore, Marseilles & London

## OUTWARD SERVICE.

"RIEXENOR" 10th June Shanghai, Kobe, Yokohama & Dairen  
"HELENOR" 11th June Shanghai, Kobe, Yokohama & Dairen

Also covers steamers with limited passenger accommodation at specially reduced fares.  
For freight, passage rates and information apply to:—

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## POST OFFICE NOTICE.

## RADIO NOTICES.

Radio Telegraph Services are now in operation as follows:—  
Ships at Sea, Europe, American Continent, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwongchow, Fort Bayard, Tehkem, Hoihow, Amoy, Foochow, and Wuchow, etc.  
It is notified for information that the via Wireless rate to Europe has been reduced to \$1.05 per word.  
The rate to the Dutch East Indies has been reduced from \$1.00 to 90 cents per word as from April 25th, 1928.  
Rates and further particulars on application to the Radio Counter, 1st Floor, Government Building.  
Telegraphic Addresses—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately.

## INWARD MAILS.

From	THURSDAY, JUNE 7.	Per
Shanghai and Amoy	.....	Luchow
	FRIDAY, JUNE 8.	
Straits	.....	Takada
U.S.A., Canada, Japan and Shanghai	.....	Pres. Pierce
Europe via Suez, (Letters and papers, London 10th May, and parcels 3rd May)	.....	Khyber
Australia and Manila	.....	Changte
Shanghai, Shanghai and Europe via Siberia	.....	Delta
	SATURDAY, JUNE 9.	
Calcutta and Straits	.....	Kumeang
Shanghai and Swatow	.....	Sinkiang
	MONDAY, JUNE 11.	
Manila	.....	Empress of Canada

## OUTWARD MAILS.

For	THURSDAY, JUNE 7.	Per
Sam Shui and Wuchow	.....	San Ning 4 p.m.
Bangkok	.....	Havdrot 4.30 p.m.
	FRIDAY, JUNE 8.	
Hoihow, Pakhol and Haiphong	.....	Menado Maru 8.30 a.m.
Straits & Calcutta. Parcels noon.	.....	
Letters 1 p.m.	.....	Kutsang
Swatow, Amoy and Foochow	.....	Hai Hong 2 p.m.
Saigon	.....	Yuan Jeng 3.30 p.m.
Fort Bayard	.....	Sun Sai Kai 4.30 p.m.
Amoy	.....	Kum Sang 5 p.m.
Shanghai, Japan and Europe via Siberia	.....	Khyber 6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 7th July, K.P.O. Parcels 8.30 p.m. Registration (June 9th) 9 a.m. Letters (June 9th) 10 a.m. G.P.O. Parcels 5 p.m. Registration (June 9th) 9.45 a.m. Letters (June 9th) 10.30 a.m.	.....	Delta connecting with the s.s. Narkunda at Colombo.
	SATURDAY, JUNE 9.	
Haiphong	.....	Ichang 8.30 a.m.
Sandakan	.....	Mausang 8.30 a.m.
Bangkok	.....	Klungchow 2.30 p.m.
Saigon	.....	Telunehus 3.30 p.m.
Manila	.....	President Pierce 4.30 p.m.
Amoy	.....	Anhui 5 p.m.
	SUNDAY, JUNE 10.	
Swatow, Amoy and Formosa	.....	Klahu Maru 9 a.m.
Bangkok via Swatow	.....	Kaying 9 a.m.

\*Correspondence bearing vessel's name only.

## TO SOUTH POLE.

Geographical Society's  
Announcement.

NO RACE RIVALRY.

Explorers To Survey Different Part  
of Antarctic.

New York, Yesterday.  
The President of the American Geographical Society announces that there will be no race between Captain Wilkins and Commander Byrd to the South Pole.

Both explorers will survey a different part of the Antarctic, co-operating when necessary. They will endeavour to explore the unknown territory east of the ice-barrier region inaccessible except by the air—Reuter's American Service.

## CHANG TSO-LIN.

CIRCUMSTANTIAL EVIDENCE  
OF HIS "DEATH."

TEMPERATURE WENT UP.

Shanghai, To-day.

According to a cable via Tientsin, Marshal Chang Tso-lin's temperature increased perceptibly during the night of June 5.

Because his family have been busy "making arrangements," some people think that a funeral is indicated and that he must be dead.

The Marshal's most famous son, General Chang Hsueh-liang, has returned hurriedly to Mukden—Wah-Keung-Po.

Vast Fortunes Left.

Shanghai, To-day.

It is estimated that Marshal Chang Tso-lin, if he is dead, has left a fortune of \$90,000,000. General Wu Chun-sheng, who succumbed on June 5, is believed to have left \$50,000,000.

The fact that notes have been issued hitherto by the Manchurian government to the face value of \$27,000,000,000 is taken as evidence of the warlord's wealth.—Wah-Keung-Po.

## Two Others Reported Dead.

Shanghai, To-day.

The "Eastern Times" reports that General Ho Feng-lin (ex-War Minister at Peking, and Controller of Greater Shanghai some years ago) and General Chang Ching-wei (ex-Military Governor of Jehol) were killed in the Mukden bomb outrage.—Reuter.

News Through Japan.

Tokyo, Yesterday.

The War Minister (in a detailed report to the Cabinet) stated that Marshal Chang Tso-lin is in a serious condition after the bomb outrage in Mukden but is still alive, adding that he does not anticipate disturbances in Manchuria, though it is necessary to take every precaution against possible emergencies.

Son Leaves Mukden.

Official despatches received at the Fengtien Office refute the Press reports of Chang Tso-lin's death and aver that he is improving.

On the other hand one of Chang Tso-lin's sons who is studying in Tokyo left for Mukden on the night of June 5, which, some quarters consider, indicates that he has been called to his father's death-bed.

Official Circles Calm.

Others believe that Chang Tso-lin is already dead though his death is being kept a secret owing to fear of the effect on the situation in Manchuria if it becomes known.

With so many conflicting reports, it is impossible to discover the facts, though official circles appear calm and do not anticipate serious developments unless unforeseen circumstances arise.

## Circumstantial Evidence.

Though official confirmation is still lacking, the latest reports reaching Japan indicate that Chang Tso-lin is dead.

Messages from Mukden state that the Japanese advisers who yesterday flatly denied his death are now disinclined to give a flat denial.

Moreover, tending to confirm this belief it is also stated that nobody entering Chang Tso-lin's room is allowed to leave.

Additionally, urgent messages have been despatched to Chang Tso-lin's sons and other people.—Reuter.

## A REVOLUTION!

Remarkable Step in U.S.  
Business.

\$7,500,000 DISTRIBUTION.

To Stimulate Enterprise Among  
Retailers' Employees.

New York, Yesterday.  
Union Tobacco has announced the distribution of stock aggregating approximately \$7,500,000 to tobacco dealers and retailers throughout the United States.

Stock participation certificates will be packed in goods and every one down to individual shops and managers will participate in the plan which is intended to stimulate enterprise.

It is characterised as a revolution in American business.—Reuter's American Service.

## DERBY LURE.

(Continued from Page 1.)

A SWEEP RUMOUR.

\$16,000 Prize Which Turned Out  
to Be Only \$70.

A rumour was current this morning that a lady resident had won \$16,000—and only as a minor prize—in one of the big Derby sweeps. The lady was traced. It is understood that she won \$70—the first prize—in a private office drawing.

Belstead's victory was certainly a good one for the local books, who did not do too well in years before. Most of the money was on Fairway, Sunny Trace and Flamingo; but the two or three bets on the surprise-winner were



Sir Lawrence Phillips' "Flamingo" (Elliott & Sp) which ran second in the Derby.—(Sport and General).

considerable stakes and at excellent odds.

It is understood that none of the lucky numbers in the big sweeps came to Hong Kong at all.

## CHURCH &amp; STATE.

PEACEFUL SETTLEMENT  
EFFECTED IN MEXICO.

VATICAN CONFIRMATION.

New York, Yesterday.  
The people of Mexico will again be able to worship in their accustomed manner. Churches will be reopened and the Sacraments administered openly instead of secretly, according to the "World." This paper states that peace between Church and State in Mexico has been definitely arranged. Formal confirmation of the understanding is expected from the Vatican in a few days.—Reuter's American Service.

MR. R. D. GENES.

Mr. R. D. Genes, the diver employed by the Port Development office of the Public Works Department, was operated on at the Government Civil Hospital this morning.—The 32 Smith-Wesson revolver bullet was "extracted" and he is doing as well as can be expected. It will be recalled that Mr. Genes was admitted on Tuesday evening with a wound in the back of the head, which the Police state was self-inflicted at the Craigflower Cricket Club while under the influence of liquor.

## THE BALKANS.

More Anti-Italian  
Demonstrations.

"BOOING ITALY."

7,000 Demonstrators March The  
Streets in South Serbia.

Belgrade, Yesterday.  
Further anti-Italian demonstrations have taken place at Skoplye and Strumitza in South Serbia. 7,000 marched the streets of Skoplye singing patriotic songs, cheering the King and booing "Italy." Some, who attempted to storm the Italian Consulate, were repulsed by a strong force of police and gendarmes who made several arrests. Order was quickly restored by the police who prevented anything of a serious nature happening at Strumitza.—Reuter.

## NEW PRAYER BOOK.

THE VETERAN ARCHBISHOP'S  
LATEST MESSAGE.

FAIR HEARING ASKED.

London, Yesterday.

"The Prayerbook our Hope and its Meaning" is the title of the message published on the eve of the Parliamentary discussion on the new prayer book, of the Archbishop of Canterbury. "It is not so much the asking of approval for the new book as bespeaking a fair hearing for it." He acknowledges that if Parliament again rejects the measure the prospects of confusion and the spread of lawlessness will loom large and ugly, but he does not believe that the small minority of extremists will be able to thwart the wishes of the whole central body of church opinion.—Reuter.

## A SAGA OF THE SEA!

A THRILLING story of adventure in the days of  
convict ships: A vivid picture with a sensational  
climax!—

## CAPTAIN SALVATION

LARS HANSON

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ERNEST TORRENCE

SEE the terrific fight between two powerful men 75 feet above the deck of the hell-ship—in a tangle of ropes, sails and masts—in a picture of startling realism!

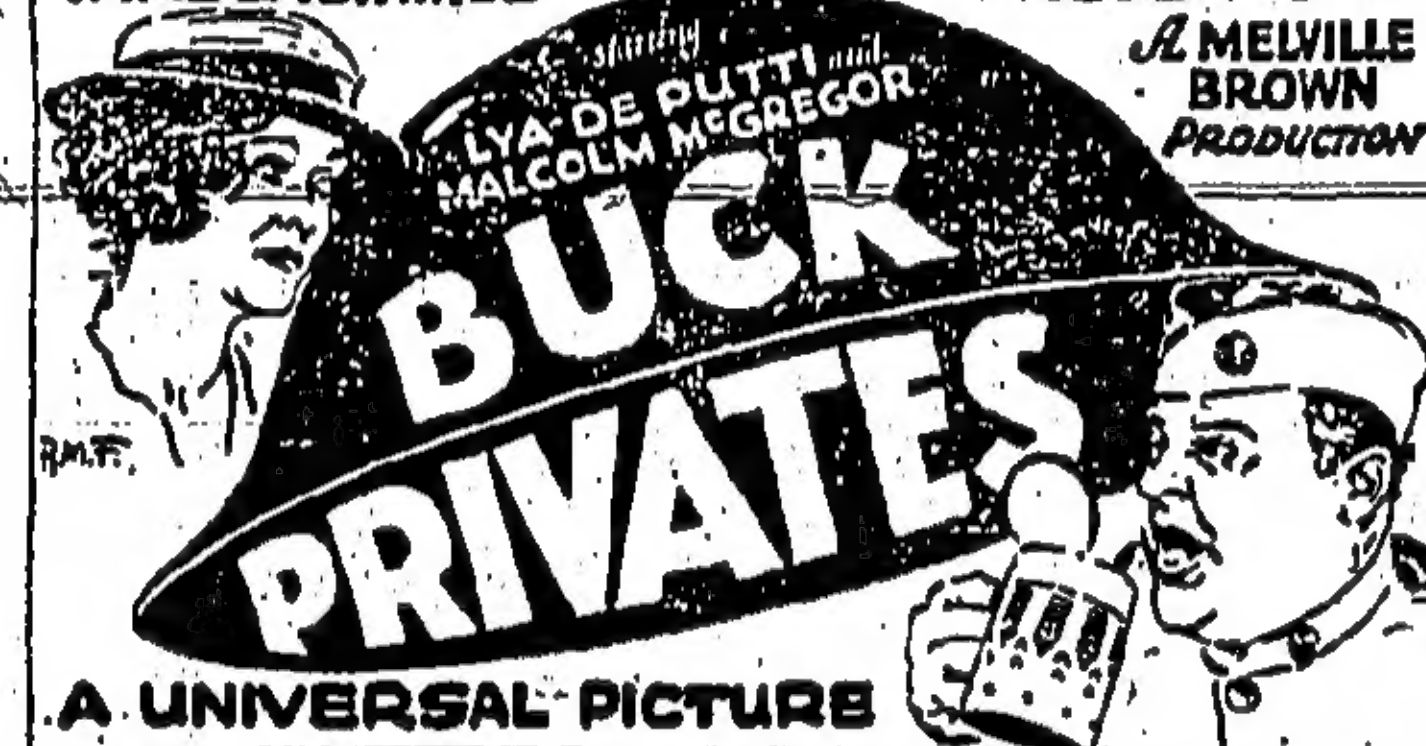
AT THE  
**QUEEN'S**

TO-DAY TO SATURDAY.

At 2.30, 5.10, 7.15 &amp; 9.20.

CARL LAEMMLE

PRESENTS



A UNIVERSAL PICTURE

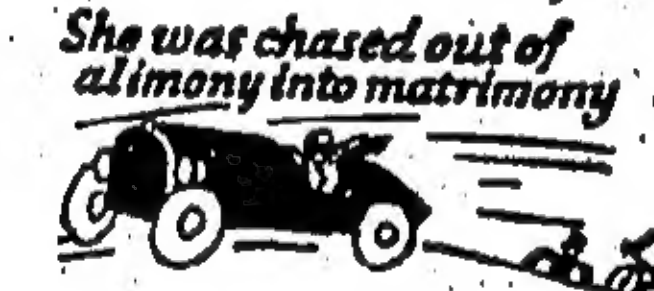
AT THE  
**WORLD**

TO-DAY TO SATURDAY.

Orchestra 5.15 &amp; 9.20.

Interpreter 2.30 &amp; 7.15.

A wife's comedy that almost became a tragedy!

CUPID IN THE GUISE OF A  
BUCK HUNTER. TWO DECOYS  
EVADING THE LAW. A DOUBLE  
BARREL ROMANTIC COMEDY  
THRILLS·CHILLS·SPILLS

ACTION

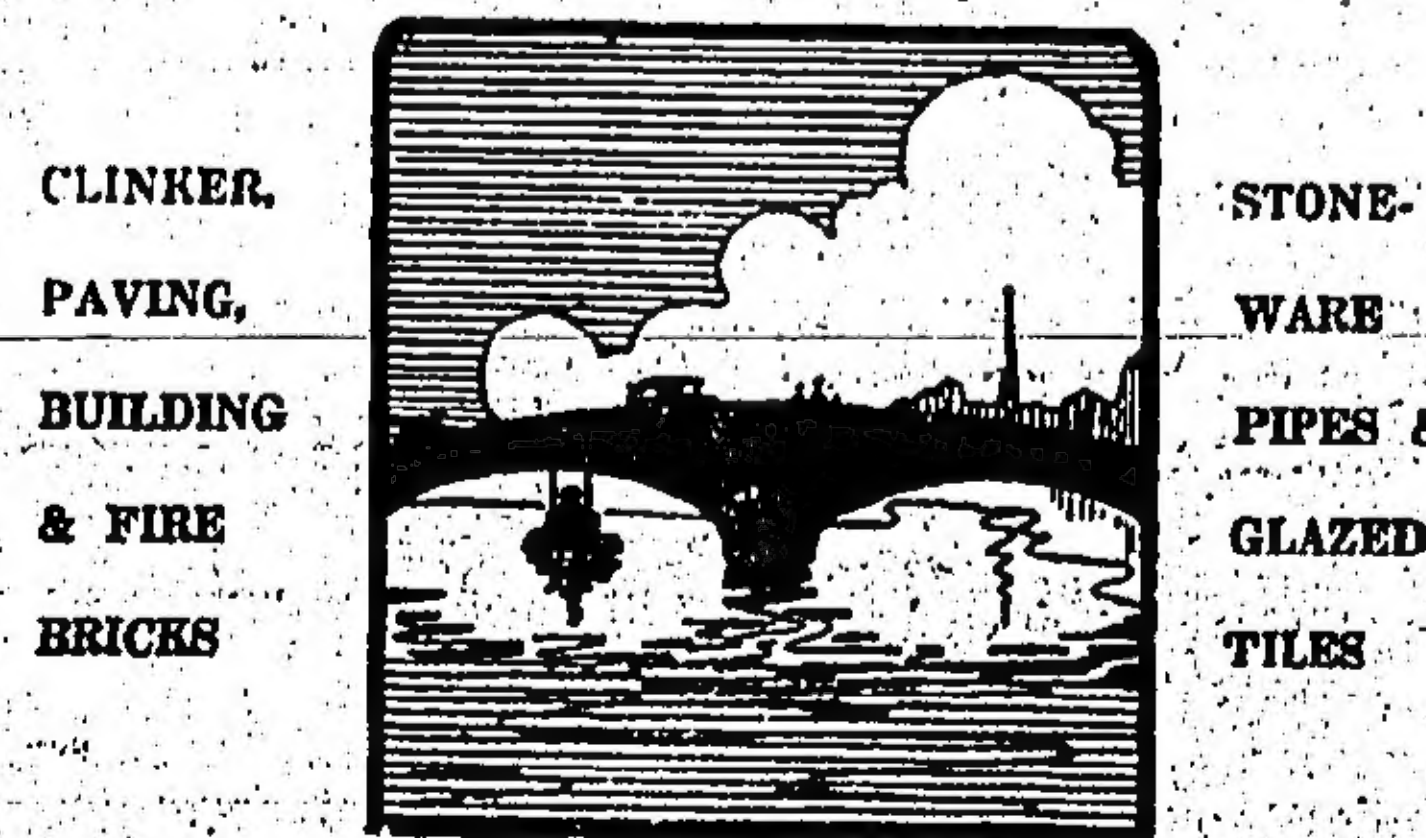
AT THE  
**STAR**

TO-DAY TO SATURDAY.

Continuous 2.30 to 11.15.

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